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**City of Seattle  
Comprehensive Plan**

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- Planning, Land Use, and Sustainability Committee
- Resolution 31117

Seattle's Comprehensive Plan, DPD  
 Washington State Growth Management Act



**2012-2013**

**Proposed Comprehensive Plan Amendments**

The proposed amendments to the Comprehensive Plan, shown in the table below, were submitted for consideration during the 2012-2013 amendment cycle. This summer the Council will establish by resolution the docket of amendments the Council will consider in 2013. In November 2012, the Mayor will submit a bill and Department of Planning and Development (DPD) Directors Report with the Mayor's recommended amendments. In January 2012, the Planning Commission will provide recommendations to the Council on proposed amendments. In March 2012, the Council will pass a bill amending the Comprehensive Plan.

All attachments are in a PDF format   
 DPD - Department of Planning and Development  
 FLUM - Future Land Use Map

**Original amendment applications:**

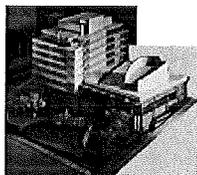
FLUM - Future Land Use Map

App. #	Applicant	Brief Description of Proposed Amendment Application
1	Department of Planning and Development (DPD) • Application	DPD proposes specific amendments to the Broadview - Bitter Lake - Haller Lake and Rainier Beach neighborhood plans and placeholders for future policies related to climate action, urban design and healthy food.
2	Seattle Planning Commission (SPC) • Application	SPC proposes a placeholder for policies to guide implementation of the transit communities framework.
3	Port of Seattle • Application	The Port of Seattle proposes the addition of a discussion section to the Container Port Element.
4	Lake Union Association • Application	The Lake Union Association proposes several amendment to the Economic Development Element to support the recreational boating industry.
5	North Seattle Industrial Association (NSIA) • Application	The NSIA proposes to change the name of all Manufacturing / Industrial Centers (MICs) to "Maritime / Industrial Centers."
6	International Longshore and Warehouse Union (ILWU)	The ILWU proposes an amendment and several regulatory changes to prohibit new stadiums in industrial zones that would interfere with adjacent industrial uses.

	<ul style="list-style-type: none"> <li>• Application</li> </ul>	
7	Port 106 LLC <ul style="list-style-type: none"> <li>• Application</li> </ul>	Port 106 LLC proposes to amend the Future Land Use Map (FLUM) for property addressed as 1600 W. Armory Way in Interbay to remove the area from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.
8	MoxBay LLC <ul style="list-style-type: none"> <li>• Application</li> </ul>	MoxBay LLC propose to amend the FLUM to remove an area northwest of the intersection of 15th Avenue West and W. Bertona Street in Interbay from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.
9	Block at Ballard II LLC <ul style="list-style-type: none"> <li>• Application</li> </ul>	Ballard II LLC proposes to amend the FLUM for an area east of 15th Avenue West between NW 51st Street and NW 48th Street to remove the area from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.
10	Knoke <ul style="list-style-type: none"> <li>• Application</li> </ul>	Mr. Knoke propose to add a Pinehurst Urban Village, and he proposes to amend the boundaries of the Northgate Urban Center and Broadview / Bitter Lake / Haller Lake urban village to capitalize on the potential for a light rail station at NE 130th Street.
11	Eastlake Community Council <ul style="list-style-type: none"> <li>• Application</li> </ul>	The Eastlake Community Council proposes to amend the Urban Trails System Figure to include a proposed I-5 connector between SR 520 and the Mercer off-ramps in the Eastlake neighborhood.
12	Leman <ul style="list-style-type: none"> <li>• Application</li> </ul>	Mr. Leman proposes that the Comprehensive Plan include an open and participatory government element or appendix.
13	Leman <ul style="list-style-type: none"> <li>• Application</li> </ul>	Mr. Leman proposes to amend a policy in the neighborhood planning elements as follows:  N-3 Either community organizations or the City may initiate neighborhood plans with City support, to the extent provided in the City's annual budget. <u>For those neighborhoods that wish to, the City is receptive to continuing the model of the 1990s under which it funds neighborhood organizations to the neighborhood planning process under City contract and according to City guidelines and oversight.</u>
14	Leman <ul style="list-style-type: none"> <li>• Application</li> </ul>	Mr. Leman proposes to establish policy DT-TP 8, which "[d]iscourage[s] pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street level," as applicable to all other urban centers.
15	City Neighborhood Council (CNC) <ul style="list-style-type: none"> <li>• Application</li> </ul>	The CNC proposes to add an amendment requiring that changes to residential and employment growth targets for the City as a whole or for individual urban villages be done by ordinance.

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## City of Seattle

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### Department of Planning and Development

Diane M. Sugimura, Director

May 15, 2012

TO: Councilmember Richard Conlin, Chair  
Planning, Land Use and Sustainability

FROM: Diane Sugimura

SUBJECT: Suggested topics for 2012-2013 Comprehensive Plan annual amendment cycle

The Department of Planning and Development, working with other City departments, the Mayor and the Planning Commission, has identified a number of topics that could be subjects of Comprehensive Plan amendments in the upcoming annual amendment cycle. As the resolution that Council adopted on May 14, 2012 indicates, this year's annual amendment cycle marks the beginning of the City's major review of the Comprehensive Plan. The resolution recognizes that DPD will lead a phased approach to the major review, addressing selected topics in each of the next three annual amendment cycles.

For most of the suggested topics, we have not yet developed specific policy language. Amendments to the neighborhood plans for Bitter Lake and Rainier Beach, however, are fairly complete. The description of other suggested amendments below include the range of issues we expect to cover and the general intention behind the policies that we anticipate including in the Mayor's recommended amendments later this year.

The City's Comprehensive Plan has been successful in helping shape neighborhood planning, in attracting growth to the city and in directing that growth to urban centers and urban villages. In turn, the increased concentration of growth in centers and villages has provided a basis for transportation and infrastructure planning. New policies for two of the topics discussed below – climate action, and urban design – recognize and emphasize these strategies as important growth management policies. Together, new policies addressing those topics will influence subsequent topics to be covered over the next three years.

DPD began conducting public outreach related to the major review of the Plan in 2011, and in that outreach, we asked the public for their thoughts about some of the topics suggested here. That outreach effort and its results are described in a report delivered to Council in April, 2012.

The numbered paragraphs in the description of each topic below correspond to the questions included in the Council's amendment application form.



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## **A. Climate Action.**

As the City updates its Climate Action Plan, we anticipate a new policy direction for guiding how the City addresses growth to reduce the production of greenhouse gases.

1. We anticipate that amendments related to climate action will include new policies, primarily in the Land Use and Transportation elements. While there has been a significant amount of technical work (from Technical Advisory Groups) on strategies that could help the City achieve its goal of carbon neutrality, the Executive will work with the recently appointed Green Ribbon Commission to identify policies appropriate for the Comprehensive Plan.
2. For several years, the Comp Plan has included policies to reduce greenhouse gas emissions, including changes in City operations. The amendments that Council adopted in 2012 included specific targets for reductions in certain activities, such as vehicle miles traveled, and for total emissions. In addition, the urban village strategy, which is the fundamental basis for growth management in the Plan, aims to create compact communities that put people closer to employment and shopping and that provide population concentrations that are sufficient to warrant frequent transit service.
3. The City will be considering several ways to address issues related to climate change, from very specific City business practices to long-range policies in the Comprehensive Plan. Policies in the Comprehensive Plan will provide a basis for future land use decisions that help make more efficient use of land and that build complete communities, which will make it possible for more people to live without using a car to meet their daily needs.
4. Adding policies on climate action to the Plan will heighten awareness of this issue and will guide future City planning decisions toward outcomes that reduce carbon production in the city.
5. Including policies about climate action would be consistent with – and would help further – the Plan’s core value of environmental stewardship.
6. Both DPD and OSE have conducted outreach over the past year related to the development of climate policies, and we have found that there is general support for the City to take a stronger role in this effort.

## **B. Urban Design**

In its current form, the Comp Plan does not directly address the physical form of the city in a way that could help guide future growth and change. The Urban Village Element describes the appropriate locations for directing growth, and the Land Use Element describes the zoning and regulatory structure that will be used for reviewing development projects. An urban design approach would provide a thoughtful guide to future decisions about public spaces and connections that help organize the physical development of the city.

1. Policy language has not been drafted at this time. Staff continues preparing detailed information about the factors that have shaped the city’s current form and how those can be used to enhance the city’s future form. DPD anticipates that a set of new

policies related to urban design could reside in either the Urban Village or the Land Use Element. We will also be examining current policies in the Plan that touch on urban design to determine whether they could be consolidated with new policies.

2. Current policies in the Urban Village Element of the Plan call for the City to maintain and enhance the city's character and to respect the human scale, history, aesthetics, natural environment and sense of community identity. Policies in the Land Use Element address particular aspects of form, such as height and views. Policies in the Human Development Element call for the City to make public safety a consideration in the design and management of public spaces. However, there is no coherent collection of policies that describes an overall physical vision for the city's future.
3. Shaping the city's form in a way that meets the City's values is an important component for helping the city to embrace growth. Well-designed development and public spaces will enhance the urban experience and the safety for the people living and working here.
4. The effects of these policies will most likely be visible in the mid- to long-term as the policies influence changes in land use regulations, in the location and design of public spaces and in the design and function of rights-of-way.
5. We expect these policies to amplify the goals of existing policies, such as those cited in #2 above. This enhanced guidance will be increasingly important as the city continues to grow in ever-more urban areas.
6. DPD's online questionnaire in 2011 asked "How can we enhance the natural beauty, character and culture of Seattle as we grow? 70% of respondents chose "Create; attractive, pedestrian-friendly urban places (e.g. sidewalks, street trees, plazas, lighting) that bring neighborhoods together." At a public meeting on May 3, 2012, we also heard a number of suggestions for physical characteristics the City should try to maintain or enhance as the city grows.

### **C. Healthy Food**

A benefit of the Plan's urban village strategy that the Plan does not explicitly cite is the positive effect it can have on the health of people living in these communities. The proximity of housing to employment, shopping, and transit increases the likelihood that people will walk or bicycle to make use of at least some of these services. These communities also provide more opportunities for people to come into contact with neighbors and other residents, increasing the social cohesion of the community. As we review and suggest Plan amendments over the next three annual cycles, we want to more clearly show the link between the growth management strategy and the creation of healthy communities. One particular aspect of healthy communities that has become more prominent in recent years is the heightened awareness of the role that food production and distribution systems can have on greenhouse gas production, healthy living and the local economy. City staff has been working with staff from the Puget Sound Regional Council to identify ways in which the City's Comprehensive Plan could provide guidance related to food that could have lasting and positive effects.

1. Potential amendments could reside in the Urban Village, Land Use, Transportation and Economic Development Elements, and they could address community gardening, urban agriculture, access to healthy food, food distribution and food security.
2. Existing policies in the Urban Village, Cultural Resources and Neighborhood Planning Elements address community gardening. The Human Development Element encourages coordinated services for food for vulnerable populations.
3. While there are aspects of food services and food access that can be addressed through programmatic means, such as funding for free lunch programs, a set of coordinated policies in the Comp Plan will provide focus and direction for all City regulations and programs that could increase access to healthy food. As staff reviews the possible policies and strategies the City could employ to manage access to food, we will evaluate whether some of those more appropriately fit in a strategic plan.
4. New policies could highlight additional areas where City involvement would improve the production and distribution of healthy food.
5. The Plan currently aims to move the city toward a more sustainable approach to urban development. Providing ways to help people have access to healthful food in ways that minimize environmental costs addresses an essential aspect of daily living and contributes to the goal of sustainable development. If future amendments begin to highlight the development of healthy communities, it may be appropriate at that time to suggest language that links those new policies to policies related to food.
6. There were two open-ended questions posed in DPD's 2011 online questionnaire. One asked respondents to name topics that were not included in the questionnaire that they thought we should address, and the other asked people to tell us their dream for Seattle. The number of responses that mentioned urban farming and making fresh food available demonstrated the growing interest among residents.

#### **D. Broadview-Bitter Lake-Haller Lake Neighborhood Plan**

As part of the City's review of neighborhood plans, DPD and other City departments have been engaged with the Broadview/Bitter Lake/Haller Lake community to determine what actions could help better fulfill the neighborhood's vision of its future. This engagement has included a review of the existing neighborhood plan and has resulted in some proposed amendments to that current plan.

1. Proposed language changes for the B/B/H neighborhood plan portion of the Neighborhood Planning Element are included as Attachment 1 to this memo. In addition, the neighborhood is proposing changes to the B/B/H urban village boundary. The following represent a sample of the neighborhood's proposed new policy direction:
  - Improve Aurora Ave. N. to provide an attractive and functional streetscape that includes safe sidewalks and crossings, facilities ensuring reliable transit, safe auto access, landscaping and drainage
  - Plan for Broadview-Bitter Lake-Haller Lake's growing age, household, and ethnic diversity so that a range of affordable housing types are made available to young singles, families and senior citizens within the urban village.

- Create a vibrant mixed-use "town center" along Linden Avenue that supports a greater range of neighborhood-serving shops and services, and high quality dense residential housing serving a wide range of income levels.
2. The current neighborhood plan was adopted in 1999. The City's recent discussions provide an opportunity to update the goals and policies.
  3. The neighborhood plan helps guide key City decisions about the physical development of the neighborhood. The updated neighborhood plan's inclusion in the Comp Plan will continue to provide guidance for development in the area.
  4. The net benefit to the community is an up-to-date recognition of neighborhood conditions and desires in the policy direction the plan provides to both City departments and private developers.
  5. The revised neighborhood plan is a direct expression of the community's vision.
  6. The revised policies were produced through extensive community involvement, including an ongoing neighborhood advisory committee, three public workshops and one open house.

#### **E. Rainier Beach Neighborhood Plan**

As part of the City's review of neighborhood plans, DPD and other City departments have been engaged with the Rainier Beach community to determine what actions could help better fulfill the neighborhood's vision of its future. This engagement has included a review of the existing neighborhood plan and has resulted in some proposed amendments to that current plan.

1. Proposed language changes for the Rainier Beach neighborhood plan portion of the Neighborhood Planning Element are included as Attachment 2 to this memo. In addition, the neighborhood is proposing changes to the Rainier Beach urban village boundary and possible to some of the land use designations on the Future Land Use Map. The following represent a sample of the neighborhood's proposed new policy direction:
  - For Rainier Beach, the "town center" is an interconnected and vibrant set of places where the community comes together. These places reflect the diverse cultures, histories and traditions that collectively give Rainier Beach its identity.
  - Retain and develop affordable (low and moderate income) housing, especially where such housing is accessible to transit.
  - Strong schools with excellent programs and strong enrollment, that encourage and support the educational development of exceptional students
2. The current neighborhood plan was adopted in 1999. The City's recent discussions provide an opportunity to update the goals and policies.
3. The neighborhood plan helps guide key City decisions about the physical development of the neighborhood. The updated neighborhood plan's inclusion in the Comp Plan will continue to provide guidance for development in the area.

4. The net benefit to the community is an up-to-date recognition of neighborhood conditions and desires in the policy direction the plan provides to both City departments and private developers.
5. The revised neighborhood plan is a direct expression of the community's vision.
6. The revised policies were produced through extensive community involvement, including an ongoing neighborhood advisory committee, three public workshops and one open house.

## Broadview-Bitter Lake-Haller Lake: Proposed Goals & Policies

BBH Existing Comprehensive Plan Goals & Policies	Proposed Goals & Policies
<b>Public Involvement</b>	
BL-G1 A community where residents, businesses, community organizations, and property owners are involved throughout the implementation of the neighborhood plan.	BL-G1 A community where residents, businesses, community organizations, and property owners are involved throughout the implementation of the neighborhood plan.
<b>Utilities</b>	
BL-G2 Environmentally sound sanitary sewer, storm water, and drinking water systems throughout the Broadview, Bitter Lake and Haller Lake neighborhoods are well-maintained and adequate to serve the population.	BL-G2 Environmentally sound sanitary sewer, storm water, and drinking water systems throughout the Broadview, Bitter Lake and Haller Lake neighborhoods <u>that</u> are well-maintained and adequate to serve the <u>current and new</u> population.
BL-P1 Seek to integrate the area's formal and informal drainage and storm water systems with the city-wide system.	BL-P1 <del>Seek to integrate</del> <u>Integrate</u> the area's formal and informal drainage and storm water systems with the <u>appropriate basin or</u> city-wide system.
BL-P2 Explore new tools, including land use tools, to provide environmentally sensitive solutions to drainage and wastewater challenges, including those created by additional paving.	BL-P2 <del>Explore new tools, including land use tools, to</del> <u>Use</u> provide environmentally sensitive solutions to <u>resolve</u> drainage and wastewater challenges, <u>e.g., encouraging groundwater infiltration including those created by additional where paving paved surfaces predominate.</u>
	Policy: <u>Create system-wide drainage infrastructure that enables the construction of "complete streets" along arterials while also linking individual Green Stormwater Infrastructure (GSI) improvements</u>
	Policy: <u>Design sustainable drainage solutions that do not preclude adequate sidewalks on both sides of streets and planned bicycle facilities.</u>
	Policy: <u>Plan, provide and maintain adequate utility services in collaboration with the community.</u>

**Attachment 1: Revised B/B/H Neighborhood Policies**

Transportation	
BL-G3 A community where neighbors are able to comfortably walk and bicycle from residential areas to Aurora Ave. N., other area business districts, schools, parks, community facilities, and other neighborhood focal points via a connected network of sidewalks, pathways, and bicycle trails.	BL-G3 A community where neighbors are able to comfortably walk and bicycle from residential areas to Aurora Ave. N, other area business districts, schools, parks, <u>churches</u> , community facilities, and other neighborhood focal points via a connected network of sidewalks, pathways, and bicycle <u>facilities</u> trails.
	Goal: <u>Improve Aurora Ave. N. to provide an attractive and functional streetscape that includes safe sidewalks and crossings, facilities ensuring reliable transit, safe auto access, landscaping and drainage.</u>
BL-G4 Adequate and safe multi-modal transportation networks support the residential and business populations.	BL-G4 Adequate <u>A comprehensive</u> and safe network of "complete streets" (multi-modal) <u>transportation networks that support access and mobility for the residents and business customers in the Broadview, Bitter Lake and Haller Lake neighborhoods. populations</u>
BL-G5 Facilities for pedestrians and bicyclists and opportunities for accessible and safe walking and bicycling in the Broadview, Bitter Lake and Haller Lake neighborhoods.	<del>BL-G5 Facilities for pedestrians and bicyclists and opportunities for accessible and safe walking and bicycling in the Broadview, Bitter Lake and Haller Lake neighborhoods.</del>
BL-G6 Efficient vehicular movement through north/south transportation corridors.	BL-G6 Efficient vehicular movement through north/south <u>and east/west</u> transportation corridors.
BL-G7 A neighborhood in which regional traffic does not have a serious impact on local streets.	BL-G7 A neighborhood in which regional traffic does not have a serious impact on local streets.
BL-G8 Transit systems provide convenient and fast local and regional transportation	BL-G8 Transit systems <u>that</u> provide convenient and fast local and regional transportation, <u>connecting the urban village and surrounding residential areas to the rest of the City and region.</u>
	Goal: <u>Aurora Ave. N. is designed to serve the communities and development along it as well as local and regional transportation needs</u>
	New Goal: <u>Aurora Ave. N will be a high capacity transit (e.g. bus rapid transit) corridor.</u>

**Attachment 1: Revised B/B/H Neighborhood Policies**

<p>BL-P3 Work with local community organizations, schools, property and business owners, residents, and other interested parties toward providing safe and efficient access to local businesses, schools and other public facilities by auto, bus, bike and foot.</p>	<p>BL-P3 <del>Work</del> <u>Involve</u> with local community organizations, schools, property and business owners, residents, and other interested parties <del>toward</del> <u>in the design of providing safe and efficient auto, bus, freight, bike and pedestrian access in neighborhoods</u> and to local businesses, schools and other public facilities <del>by auto, bus, bike and foot.</del></p>
<p>BL-P4 (Split Policy) Seek to develop funding sources to design, construct, and maintain accessible pedestrian walkways, including sidewalks along arterial streets and pedestrian pathways that link residents to the arterial network and other community focal points, including schools and transit stops.</p>	<p>BL-P4 (Split Policy) <del>Seek to develop</del> <u>Develop</u> funding sources to design, construct, and maintain a network of "complete streets" that provide accessible pedestrian walkways, including sidewalks along arterial streets, <u>and</u></p> <p>New Policy: <u>Develop funding sources to design, construct and maintain</u> pedestrian pathways that <u>will</u> link residents to the arterial "complete streets" network and other community focal points, including schools and transit stops.</p>
<p>BL-P5 Work with the State and the community to consider safe pedestrian crossings of Aurora Avenue North and other arterials that are accessible to all neighborhood residents.</p>	<p>BL-P5 Work with the State, <u>King County Metro</u>, and the community to <u>fund design and construction of Aurora Ave. N improvements to provide consider safe sidewalks and pedestrian crossings, frequent and fast and transit, and adequate drainage of Aurora Avenue North and other arterials that are accessible to all neighborhood residents.</u></p>
<p>BL-P6 Designate a network of bike paths and trails connecting residential neighborhoods in the Broadview, Bitter Lake, and Haller Lake neighborhoods with community destinations as well as regional trails and other nearby urban villages.</p>	<p>BL-P6 <del>Seek to d-</del> <u>Develop funding sources for the design and construction of</u> <del>Designate a the</del> network of bike paths and trails <u>facilities recommended in the Bicycle Master Plan that will</u> connecting residential neighborhoods in the Broadview, Bitter Lake, and Haller Lake <u>residential</u> neighborhoods with community destinations as well as regional trails and other nearby urban villages.</p>
<p>BL-P7 Seek to keep residential streets quiet and safe.</p>	<p>BL-P7 <del>Seek</del> <u>Use design and traffic circulation strategies that to</u> keep residential streets quiet and safe <del>free from excessive traffic volumes and speed.</del></p>
<p>BL-P8 Work with the State to identify opportunities for improvements to vehicular circulation on Aurora Avenue North.</p>	<p>BL-P8 <del>Work with the State to identify opportunities for improvements to vehicular circulation on</del> <u>Improve the capacity of Aurora Avenue N to support access by transit, pedestrians, bicycles and automobiles.</u></p>
	<p>Policy: <u>Ensure that future vehicular circulation improvements along other arterials in the area balance pedestrian and bicycle circulation.</u></p>

**Attachment 1: Revised B/B/H Neighborhood Policies**

<p>BL-P10 Work with transit providers to provide safe, accessible and convenient transit stops.</p>	<p>BL-P10 Work with transit providers to provide safe, accessible and convenient transit stops.</p>
<p><b>Land Use &amp; Housing</b></p>	
	<p>Goal: Update the Bitter Lake Village boundary to increase consistency with HUV designation.</p>
<p>BL-Gg A community where new development is environmentally friendly and supports pedestrians, containing a range of housing types and accommodating a diverse set of businesses providing a range of products and services</p>	<p>BL-Gg A community where new development is environmentally friendly, and supports pedestrians, <del>containing</del> <u>contains</u> a wide range of housing types and income levels, and <del>accommodating</del> <u>accommodates</u> a diverse set of businesses <del>providing</del> <u>offering</u> a diverse selection range of products and services.</p>
	<p>Policy: <u>Plan for Broadview-Bitter Lake-Haller Lake's growing age, household, and ethnic diversity so that a range of affordable housing types are made available to young singles, families and senior citizens within the urban village.</u></p>
	<p>Policy: <u>Plan and design commercial developments, parks and schools to be walk-able places.</u></p>
	<p>Goal: <u>A hierarchy of vibrant commercial centers: regional (Aurora Ave. N); urban village (Linden Ave. N.); and neighborhood (Greenwood Ave. N Nodes).</u></p>
	<p>Goal: <u>Create a vibrant mixed-use "town center" along Linden Avenue that supports a greater range of neighborhood-serving shops and services, and high quality dense residential housing serving a wide range of income levels.</u></p>
	<p>Policy: <u>Allow for change in the Future Land Use Map to change designation of parcels fronting the east side of Linden Avenue N., between N. 135<sup>th</sup> St and N 145<sup>th</sup> St., from Commercial to Multifamily. Consider rezone of properties to Midrise designation or similar designation that facilitates dense and affordable multifamily development.</u></p>
	<p>Policy: <u>Consider rezoning the parcels fronting the east side of Linden Avenue N., between N. 135<sup>th</sup> St and N 130<sup>th</sup> St., from Commercial to a mixed-use designation such as Neighborhood Commercial (NC3) or Seattle Mixed (SM).</u></p>

**Attachment 1: Revised B/B/H Neighborhood Policies**

	Policy: <u>Strengthen Aurora Avenue N as a regional commercial center and source of jobs, while enhancing its fit with surrounding communities.</u>
	Policy: <u>Use economic development strategies to organize, attract and assist neighborhood servicing businesses to Broadview-Bitter Lake-Haller Lake.</u>
	Policy: <u>Enhance the economic and social vibrancy of the Greenwood Avenue N business nodes.</u>
BL-P12 Explore developing Stone Avenue North into a green corridor providing a transition between commercial uses and the Haller Lake residential area.	BL-P12 <del>Explore developing</del> <u>Take steps toward developing</u> Stone Avenue North into a green corridor providing a transition between commercial uses and the Haller Lake residential area.
BL-P13 Encourage the preservation of existing and creation of new open space throughout the planning area. Seek additional opportunities to plant trees throughout the community.	BL-P13 <del>Encourage the preservation</del> <u>Preserve</u> of existing <u>open space</u> and <u>study the</u> creation of new open space throughout the planning area. Seek additional opportunities to plant trees throughout the community.
BL-P14 Seek to minimize the impacts of commercial and higher density residential uses on single family residential areas	BL-P14 <del>Seek to Mminimize</del> <u>or mitigate</u> the impacts of commercial and higher density residential uses on <u>nearby</u> single family residential areas
BL-P15 Encourage single-family and multi-family housing design and siting to fit in with the surrounding neighborhoods.	BL-P15 Encourage <del>single family and multi family housing design and siting</del> <u>site planning to of single-family and multi-family housing that fits in</u> with the surrounding neighborhoods.
BL-P16 Encourage the use of design guidelines to help multi-family and commercial land uses to provide transitions between single family neighborhoods and denser commercial areas.	BL-P16 <del>Encourage</del> <u>Develop and use the use of neighborhood</u> design guidelines to help <u>establish an urban design vision for Linden Ave. N, to guide</u> multi-family and commercial <del>land uses</del> <u>development that enhances the pedestrian environment, and to provide ensure appropriate</u> transitions between single family neighborhoods and denser commercial areas.
BL-P17 Encourage new development to enhance the neighborhood's pedestrian environment, through use of tools such as Citywide and Broadview-Bitter Lake-Haller Lake neighborhood-specific design guidelines.	

**Attachment 1: Revised B/B/H Neighborhood Policies**

BL-P18 Explore mechanisms to prevent lot clearing and provide for creative site designs that encourage the retention of mature trees.	BL-P18 Explore mechanisms to prevent <u>Develop regulations, incentives and educational materials to minimize</u> lot clearing and <u>provide for ensure</u> creative site designs that encourage the retention of <u>retain</u> mature trees.
<b>Recreation</b>	
BL-G10 A community where a system of safe and well-maintained pocket parks, playgrounds, gardens, public plazas, and larger parks take advantage of natural amenities such as lakes, creeks, and the shores of Puget Sound.	BL-G10 A community where a system of safe and well-maintained pocket parks, playgrounds, gardens, public plazas, and larger parks take advantage of natural amenities such as lakes, creeks, and the shores of Puget Sound.
	Policy: Reinforce and expand parks and open spaces through partnerships and other strategic efforts.
BL-P19 Seek to turn Linden Avenue North into a greener corridor which provides a neighborhood focal point and opportunities for recreation.	BL-P19 <del>Seek to turn</del> <u>Coordinate future capital improvements so that</u> Linden Avenue North <del>into</del> <u>becomes</u> a greener corridor <del>which provides with</del> a neighborhood "village center" focal point and opportunities for recreation.
	Policy: <u>Enhance the "neighborhood feel" of Linden Avenue North area by creating more gathering places for community members to meet.</u>
BL-P20 Seek opportunities to provide public access to public water bodies.	BL-P20 <del>Seek opportunities to provide</del> <u>Increase</u> public access to public water bodies.
BL-P21 Work with the Seattle School District, community organizations, property owners, residents, and parents of school children to provide attractive public facilities in the Broadview, Bitter Lake and Haller Lake neighborhoods.	BL-P21 <del>Work with</del> <u>Include</u> the Seattle School District, community organizations, property owners, residents, and parents of school children <del>to in provide</del> <u>ing</u> attractive public facilities in the Broadview, Bitter Lake and Haller Lake neighborhoods.
BL-P22 Continue to offer excellent public services at neighborhood City facilities.	BL-P22 Continue to offer excellent public services at neighborhood City facilities.
<b>Public Safety</b>	
BL-G11 A community where residents feel safe and the community works with safety officers to reduce crime.	BL-G11 A community where residents feel safe and the community works with safety officers to reduce crime.
BL-P23 Explore opportunities to increase the visibility of law enforcement efforts and maintain an adequate presence of officers within the community.	BL-P23 <del>Explore opportunities to in</del> <u>crease</u> the visibility of law enforcement efforts and maintain an adequate presence of officers within the <u>City and</u> community.

**Attachment 1: Revised B/B/H Neighborhood Policies**

BL-P24 Work with community organizations, property and business owners, residents, and other interested parties to identify high crime areas and target appropriate City and community resources.	BL-P24 <del>Work with</del> <u>Include</u> community organizations, property and business owners, residents, and other interested parties <del>to</del> <u>in</u> identifying high crime areas and targeting appropriate City and community resources.
BL-P25 Provide community safety programs, and develop and implement additional crime prevention measures, such as increased lighting of public spaces.	BL-P25 Provide community safety programs, <u>such as block watch and emergency preparedness,</u> and <del>develop</del> and implement additional crime prevention measures, such as increased lighting of public spaces
<b>Natural Environment</b>	
BL-G12 A community where government agencies, community and environmental organizations, property and business owners, residents, and other interested parties work together to preserve, restore, and enhance our area's natural resources, including our lakes, creeks, and watersheds, and protect habitat for fish, birds, and other wildlife.	BL-G12 A community where government agencies, community and environmental organizations, property and business owners, residents, and other interested parties work together to preserve, restore, and enhance our area's natural resources, including our lakes, creeks, and watersheds, and protect habitat for fish, birds, and other wildlife.
BL-P26 Review and mitigate environmental impacts resulting from activities at City facilities, as appropriate.	BL-P26 Review and mitigate environmental impacts resulting from activities at City facilities, as appropriate.
BL-P27 Seek to create a greener and healthier environment by protecting existing trees, as appropriate, and planting new trees.	BL-P27 <del>Seek to create</del> <u>Create</u> a greener and healthier environment by protecting existing trees, as appropriate, and planting new trees.
BL-P28 Work with the community, property owners and other public agencies to identify tools to improve air and water quality, reduce noise pollution and remediate environmental impacts of current and past activities, as appropriate.	BL-P28 <del>Work with</del> <u>Include</u> the community, property owners and other public agencies <del>to</del> <u>in</u> identifying tools to improve air and water quality, reduce noise pollution and remediate environmental impacts of current and past activities, as appropriate.
<b>Community Development (not in Comp Plan)</b>	
	Goal: <u>Support a resilient community rich in different ages, incomes and household types.</u>
	Policy: <u>Create a unified name and identity for the Broadview-Bitter Lake-Haller Lake area, reflecting its history, to nurture neighborhood pride and motivate various groups to come together as one community.</u>
	Policy: <u>Create more activities for people to come together where they can meet and get to know their immediate (within a block or so) neighbors.</u>

**Attachment 1: Revised B/B/H Neighborhood Policies**

<p><b>Urban Agriculture and Food Access (not in Comp Plan)</b></p>	
	<p>Goal: <u>Stores, restaurant, and schools that provide healthy food choices.</u></p>
	<p>Goal: <u>An abundant local food economy that draws from urban agriculture activity in the neighborhood as well as regional food sources.</u></p>
	<p>Policy: <u>Expand access to locally grown food, by attracting farmers' markets and a wider range of grocery stores.</u></p>
	<p>Policy: <u>Create opportunities for the community to learn how to establish and maintain urban agriculture practices in the neighborhood through projects such as p-patches and community gardens, as well as on private property.</u></p>

## Rainier Reach Proposed Goals & Policies

Existing Comprehensive Plan Goals & Policies	Proposed Goals & Policies
Land Use	
RB-G1 A diverse and vibrant neighborhood composed of pedestrian-friendly, transit-connected business districts and affordable and attractive residential areas.	RB-G1 A diverse and vibrant neighborhood composed of pedestrian-friendly, transit-connected business districts and affordable and attractive residential areas.
	Goal: <u>For Rainier Beach, the "town center" is an interconnected and vibrant set of places where the community comes together. These places reflect the diverse cultures, histories and traditions that collectively give Rainier Beach its identity.</u>
RB-P1 Encourage the revitalization of the Henderson Street corridor as a conduit between the future light rail station at Martin Luther King, Jr. Way and the commercial center along Rainier Avenue South.	RB-P1 Encourage the revitalization of the <u>S</u> Henderson Street corridor as a <u>safe and attractive</u> conduit between the <u>future</u> light rail station at Martin Luther King, Jr. Way <u>S</u> and the commercial center along Rainier Avenue South.
RB-P2 Seek to promote transit-oriented development around Rainier Beach's proposed light rail station at Martin Luther King, Jr. Way and South Henderson Street.	RB-P2 Seek to promote transit-oriented development around Rainier Beach's <u>proposed</u> light rail station at Martin Luther King, Jr. Way <u>S</u> and South Henderson Street.
RB-P3 Encourage mixed-use housing and commercial development in the "Beach Square" area bounded by Henderson Street to the north, Rainier Avenue South to the south and west, and Seward Park Avenue South to the east.	RB-P3 Encourage mixed-use housing and commercial development in the "Beach Square" area bounded by <u>S</u> Henderson Street to the north, Rainier Avenue South to the south and west, and Seward Park Avenue South to the east.
	Policy: <u>Expand the Urban Village in the following locations: between Martin Luther King Way S and 42<sup>nd</sup> Avenue S, between Yukon Avenue S and Renton Avenue S (just south of S Henderson Street), and south of the Rainier beach light rail station along Martin Luther King Way S.</u>
	Policy: <u>Allow for change in the Future Land Use Map to re-designate parcels to the east and west of Martin Luther King Way S, south of S Henderson Street, to Commercial /Mixed Use (parcels adjacent to existing Commercial / Mixed Use designation). Allow for re-designation of properties east of Renton Avenue S and south of S Henderson Street to Multifamily Residential. Consider re-designation of parcels at the northwest corner of</u>

**Attachment 2: Revised Rainier Beach Neighborhood Plan Policies**

<b>Existing Comprehensive Plan Goals &amp; Policies</b>	<b>Proposed Goals &amp; Policies</b>
	<p><u>the intersection of S Henderson Street and Martin Luther King Way S to either Multifamily Residential or Commercial Mixed Use.</u></p>
<p>RB-P4 Seek to preserve all single family zoned areas' character. Encourage residential small lot opportunities within single-family areas within the designated residential urban village , and In the area within the residential urban village west of Martin Luther King Boulevard S., permit consideration of rezones of single-family zoned land to the Lowrise Duplex Triplex (LDT), Lowrise 1 (L1), or Lowrise 2 (L2) designations.</p>	<p>RB-P4 Seek to preserve <u>the character of Rainier Beach's all-single family zoned areas' character.</u> Encourage residential small lot opportunities within single-family areas within the designated residential urban village, <del>and</del> In the area within the residential urban village west of Martin Luther King <u>Way Boulevard S.</u>, permit consideration of rezones of single-family zoned land to <u>Neighborhood Commercial (NC), Seattle Mixed (SM), Lowrise Duplex Triplex (LDT), Lowrise 1 (L1), or Lowrise 2 (L2) or Lowrise 3 (L3) designations.</u> <u>Within ¼ mile of the rail station, and contiguous with Commercial /Mixed Use Future Land Use Map designations, and where there are changes in elevation, park land, rights-of-way, or similar buffers, permit consideration of rezones of single-family or multifamily to Neighborhood Commercial (NC) or Seattle Mixed (SM) designation.</u></p>
<p>RB-P5 Encourage the City to support rezones within the Rainier Beach Residential Urban Village for projects that:  A. meet the overall community vision,  B. promote redevelopment of underutilized and derelict sites, and  C. result in pedestrian-friendly, well designed new buildings.</p>	<p>RB-P5 Encourage the City to support rezones within the Rainier Beach Residential Urban Village for projects that:  A. meet the overall community vision,  B. promote redevelopment of underutilized and derelict sites, and  C. result in pedestrian-friendly, well designed new buildings.</p>
<b>Transportation &amp; Transit Facilities</b>	
<p>RB-G5 A community with safe streets, pedestrian- and bicycle-friendly facilities, and an efficient, multi-modal transit system that supports access to shops, schools, services, places of worship, etc. that are necessary to lead a healthy lifestyle, and connects Rainier Beach residents and employees to other parts of the Rainier Valley and the region. A safe walking environment should be free from crime, protected from motorists, and pleasant</p>	<p>RB-G5 A community with safe streets, pedestrian- and bicycle-friendly facilities, and an efficient, multi-modal transit system that supports access to shops, schools, services, places of worship, etc. that are necessary to lead a healthy lifestyle, and connects Rainier Beach residents and employees to other parts of the Rainier Valley and the region. A safe walking environment should be free from crime, protected from motorists, and pleasant</p>

**Attachment 2: Revised Rainier Beach Neighborhood Plan Policies**

Existing Comprehensive Plan Goals & Policies	Proposed Goals & Policies
	Goal: <u>Integrated Transportation Improvements that serve the community.</u>
RB-P18 Improve residential streets to best serve residential neighborhoods.	RB-P18 Improve residential streets to best serve residential neighborhoods.
RB-P19 Seek to promote non-motorized travel throughout Rainier Beach by providing facilities for pedestrians and bicyclists (as outlined in the Southeast Transportations Study, and Pedestrian and Bicycle Master Plans), particularly at the business node, along the Henderson Street corridor, near the light rail station, and around the "Beach Square" commercial core.	RB-P19 Seek to promote non-motorized travel throughout Rainier Beach by providing facilities for pedestrians and bicyclists (as outlined in the Southeast Transportations Study, and Pedestrian and Bicycle Master Plans), particularly at the business node, along the <u>S</u> Henderson Street corridor, near the light rail station, and around the "Beach Square" commercial core.
RB-P20 Explore a range of alternative transportation modes and solutions that would support the concepts of sustainability and environmental responsibility.	RB-P20 Explore a range of alternative transportation modes and solutions that would support the concepts of sustainability and environmental responsibility.
RB-P21 Seek to strengthen provisions for code enforcement of transportation related violations such as speeding, and parking violations.	RB-P21 Seek to strengthen provisions for code enforcement of transportation related violations such as speeding, and parking violations.
	Policy: <u>Coordinate among transportation improvements and with other infrastructure and programmatic actions (such as public art, parks, or economic development) to maximize the positive contributions transportation improvements can provide to "place making."</u>
<b>Housing</b>	
RB-G2 A community that meets the housing needs of its economically diverse and multicultural population and provides opportunities at all economic levels.	RB-G2 A community that meets the housing needs of its economically diverse and multicultural population and provides opportunities at all economic levels.
	Goal: <u>Retain and develop affordable (low and moderate income) housing, especially where such housing is accessible to transit.</u>

**Attachment 2: Revised Rainier Beach Neighborhood Plan Policies**

<b>Existing Comprehensive Plan Goals &amp; Policies</b>	<b>Proposed Goals &amp; Policies</b>
<p>RB-P6 Encourage affordable and attractive multifamily development, particularly along Rainier Avenue South from South Holly Street to South Cloverdale Street, and as part of South Henderson Street revitalization efforts.</p>	<p>RB-P6 Encourage attractive multifamily development <u>affordable to the neighborhood's economically diverse population</u>, particularly along Rainier Avenue South from South Holly Street to South Cloverdale Street, and as part of South Henderson Street revitalization efforts.</p>
<p>RB-P7 Seek to preserve Rainier Beach's diversity and multicultural population by providing affordable housing home-ownership opportunities through programs and land use and zoning tools, including, where appropriate, rezoning.</p>	<p>RB-P7 Seek to preserve <u>the economic, racial/ethnic, and cultural diversity of Rainier Beach's</u> population by providing affordable housing, <u>including</u> home-ownership opportunities, through <u>capital funding and incentive programs (e.g. Multifamily Tax Exemption)</u>, land use/ zoning tools, including, where appropriate, <u>rezoning</u>.</p>
<p>RB-P8 Seek to promote townhomes and mixed-use buildings as the preferred development pattern for meeting the projected growth target within the residential urban village.</p>	<p>RB-P8 Seek to promote townhomes and mixed-use buildings as the preferred development pattern for meeting the <u>housing growth target for the Rainier Beach</u> residential urban village.</p>
<p>RB-P9 Seek to address the causes of the perception of crime, the lack of personal safety, and the detracting from Rainier Beach's community character (by addressing derelict residential properties and minimizing non-conforming and criminal uses.</p>	<p>RB-P9 Seek to address the causes of the perception of crime, the lack of personal safety, and the detracting from Rainier Beach's community character (by addressing derelict residential properties and minimizing non-conforming and criminal uses.</p>
	<p>Policy: <u>Increase opportunities for home-occupation, and live-work development that allows ground floor business including small-scale retail and services in the station area and along S. Henderson St.</u></p>
	<p>Policy: <u>Encourage affordable family sized units through incentive, direct City funding, and publicly owned surplus property programs.</u></p>
<b>Capital Facilities</b>	
<p>RB-G6 A community with a variety of civic facilities, waterfront access, and a trail system that promotes the existing open space sites, and the enjoyment of new public spaces.</p>	<p>RB-G6 A community with a variety of <u>parks and open spaces</u>, civic facilities, waterfront access, and a trail system that promotes the existing open space sites, and the enjoyment of new public spaces</p>

**Attachment 2: Revised Rainier Beach Neighborhood Plan Policies**

Existing Comprehensive Plan Goals & Policies	Proposed Goals & Policies
	Policy: <u>Support the Rainier Beach Urban Farm and Wetland Project to convert the Parks Department's Atlantic Street Nursery into an urban farm and wetlands restoration project.</u>
RB-P22 Seek to retain existing parks and recreation facilities, and strive to improve maintenance of these facilities.	RB-P22 Seek to retain existing parks and recreation facilities, and strive to improve maintenance of these facilities.
RB-P23 Recognize the importance of actively programming, strengthening connections to the community and maintaining the Rainier Beach Community Center and South Shore Middle School to help foster a civic core.	RB-P23 Recognize the importance of actively programming, strengthening connections to the community and maintaining the Rainier Beach Community Center and South Shore Middle School to help foster a civic core.
RB-P24 Seek to promote the development of pedestrian trails that connect residential areas to the commercial core, and bring pedestrians from the Rainier View neighborhood down to the lower Rainier Beach valley.	RB-P24 Seek to promote the development of pedestrian trails that connect residential areas to the commercial core, and bring pedestrians from the Rainier View neighborhood down to the lower Rainier Beach valley.
	Goal: <u>Connected parks and open space that serve the community.</u>
	Policy: <u>Improve connections to, and circulation within, public spaces (South Shore k-8, Rainier Beach Playfield, Rainier Beach High School and between Beer Sheva and Pritchard Beach).</u>
	Goal: <u>Use the arts and public art, in particular, to engage and express Rainier Beach's cultural diversity.</u>
RB-P25 Seek to include art created by local artists, and that includes the input of ethnic and minority communities in exploring themes and locations, in public works construction projects in Rainier Beach.	RB-P25 Seek to include art created by local artists, and that includes the input of ethnic and minority communities in exploring themes and locations, in public works construction projects in Rainier Beach.
RB-P26 Seek to ensure coordination between City departments, private service providers and volunteers for the maintenance, cleaning, and general landscape upkeep of Rainier Beach's public streets and civic areas.	RB-P26 Seek to ensure coordination between City departments, private service providers and volunteers for the maintenance, cleaning, and general landscape upkeep of Rainier Beach's public streets and civic areas.
<b>Economic Development</b>	
RB-G4 A revitalized commercial business core that attracts the patronage of local and citywide residents and employees through an attractive, safe, and clean built environment.	RB-G4 A revitalized commercial business core that attracts the patronage of local and citywide residents and employees through an attractive, safe, and clean built environment.

**Attachment 2: Revised Rainier Beach Neighborhood Plan Policies**

<b>Existing Comprehensive Plan Goals &amp; Policies</b>	<b>Proposed Goals &amp; Policies</b>
RB-P15 Seek to promote "Beach Square" as Rainier Beach's hub (including larger format) of commercial retail activity.	RB-P15 Seek to promote "Beach Square" as Rainier Beach's hub (including larger format) of commercial retail activity.
	Policy: <u>Support and expand the existing character and diverse mix of small-scale, minority and immigrant-owned businesses nodes around Rainier Ave S and S Rose Street; Rainier Ave South and 56<sup>th</sup>/57<sup>th</sup> Ave. South; and the rail station.</u>
RB-P16 Encourage partnerships among local housing providers, community development corporations, neighborhood and business organizations, and the City to assist with economic revitalization in Rainier Beach.	RB-P16 Encourage partnerships among local housing providers, community development corporations, neighborhood and business organizations, and the City to assist with economic revitalization in Rainier Beach.
	Goal: <u>A strong local economy for Rainier Beach.</u>
	Goal: <u>Strong entrepreneurship that creates jobs and grows the local economy</u>
	Goal: <u>Provide individuals and families with the tools for achieving sustainable wealth creation: managing their money; making sound financial decisions; and building wealth.<sup>1</sup></u>
	Policy: <u>Include strategies for employing youth when funding and implementing economic development programs.</u>
	Policy: <u>Prioritize development proposals that create jobs during the process to surplus Sound Transit properties south of the rail station.</u>
	Policy: <u>Build on the asset of community diversity and consider the specific needs of minority and immigrant-owned businesses when undertaking economic development.</u>
	Policy: <u>Use streetscape improvements to build on the traditional strength and character of the small, locally-owned businesses that make up the town center.</u>
<b>Human Development</b>	
	Goal: <u>Strong schools with excellent programs and strong enrollment, that encourage and support the educational development of exceptional students.</u>

**Attachment 2: Revised Rainier Beach Neighborhood Plan Policies**

Existing Comprehensive Plan Goals & Policies	Proposed Goals & Policies
RB-G3 Education is integrated as an innovative and connected learning system into all levels of community life for all residents, resulting in the empowerment of the community and the promotion of lifelong learning.	RB-G3 Education is integrated as an innovative and connected learning system into all levels of community life for all residents, resulting in the empowerment of the community and the promotion of lifelong learning.
RB-P10 Create strong partnerships between Seattle School District and the City of Seattle to support capital and programmatic improvements for schools in the Rainier Beach area.	RB-P10 Create strong partnerships between Seattle School District and the City of Seattle to support capital and programmatic improvements for schools in the Rainier Beach area.
RB-P11 Integrate the concept of life-long learning including education and job-related activities into the programs provided by the schools and by the neighborhood's entire educational system.	RB-P11 Integrate the concept of life-long learning including education and job-related activities into the programs provided by the schools and by the neighborhood's entire educational system.
	Policy: <u>Seek to attract a community college facility that serves the Rainier Beach community in order to offer local college level studies and to establish connections to four-year colleges.</u>
RB-P12 Encourage parents and adults in the community to work with school administrators to improve schools in the Rainier Beach area.	RB-P12 Encourage parents and adults in the community to work with school administrators to improve schools in the Rainier Beach area.
RB-P13 Seek to facilitate and improve the participation of parents and adults in the neighborhood schools by encouraging formation of active PTAs and by outreach to the non and limited English-speaking population of Rainier Beach.	RB-P13 Seek to facilitate and improve the participation of parents and adults in the neighborhood schools by encouraging formation of active PTAs and by outreach to the non and limited English-speaking population of Rainier Beach.
RB-P14 Encourage a community grass-roots approach to involve religious organizations and other influential organizations in community education issues.	RB-P14 Encourage a community grass-roots approach to involve religious organizations and other influential organizations in community education issues.
	Goal: <u>Strong institutions and activities that engage and support Rainier Beach youth.</u>
	Goal: <u>Ready access to healthy food</u>
	Goal: <u>Community-based and strategic implementation of update recommendations and other community projects.</u>
	Goal: <u>Neighborhood spaces that support Rainier Beach's many cultures.</u>

**Attachment 2: Revised Rainier Beach Neighborhood Plan Policies**

Existing Comprehensive Plan Goals & Policies	Proposed Goals & Policies
	Goal: <u>Arts and public art, in particular, are used to engage and express Rainier Beach’s cultural diversity.</u>
	Policy: <u>Work with existing community organizations and/or create new community organizations to implement plan update recommendations.</u>
	Policy: <u>Plan comprehensively and to leverage resources for related issues and solutions.</u>
	Goal: <u>A positive identity for Rainier Beach based on its unique strengths.</u>
	Policy: <u>Use public relations strategies to highlight Rainier Beach’s community identity as a thriving and interconnected community with diverse households and supported by strong social and cultural institutions and services.</u>
	Goal: <u>A safe Rainier Beach neighborhood.</u>
	Policy: <u>Improve public safety when implementing any project or program within the community.</u>
	Policy: <u>Build and sustain a positive relationship between Seattle Police and the diverse cultures in Rainier Beach.</u>

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 15th** for consideration in the next annual review cycle. Any proposals received after May 15th will be considered in the review process for the following year.

(Please Print or Type)

Date: May 15, 2012

Applicant: Seattle Planning Commission

Mailing Address: PO Box 34019

City: Seattle      State: WA      Zip: 98124-4019      Phone: 206.684.0431

Email: Leslie Miller, Chair, Seattle Planning Commission  
leslie@girlfridayproductions.com

Contact person: Barb Wilson, Executive Director, 206-684-0431

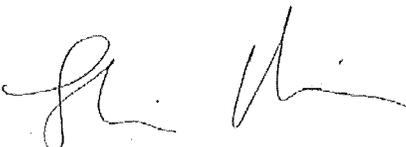
Mailing Address: same as above

Email: barb.wilson@seattle.gov

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary): Seattle

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant Signature:  \_\_\_\_\_ Date: May 15, 2012

## **REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

The Commission anticipates that the proposed Transit Communities policy will build on the success of the Urban Village Strategy and help ensure that Seattle's neighborhoods are complete compact, connected communities that are well served by transit.

Line in/line out changes are pending and will be made available to City Council and DPD as soon as possible.

The proposed Transit Communities policy will enhance and refine the Urban Village Strategy, potentially modify Citywide Land Use Policies, and/or establish new Location-Specific Land Use Policies. Specific goals and policies will be developed in coordination with the Planning Commission, DPD, SDOT, OH, OSE, other City departments, and other external stakeholders as part of a broader public outreach process. The proposed Transit Communities policy will more explicitly address how to leverage investments in transit by aligning land use strategies and policies and directing public investments that provide necessary infrastructure and essential components of livability.

### **Proposed Components of Comprehensive Plan changes**

Transit Communities policy would update existing Station Area Overlay Districts (SAOD) and designate additional Transit Communities. SAOD are defined in the Land Use Code but Transit Communities would likely be identified in the framework level policies of Comp Plan.

Additional framework level policies could:

- o define “transit community”,
- o describe the four typologies as outlined in the Commission’s report, and
- o establish boundaries, or at least the approach for how to define the boundaries.

Land Use policies could include:

- o data-driven approach to mapping the Transit Community boundaries
- o the four typologies that appropriately guide related policies and describe the essential components of livability:
  - Mixed Use Center: a vibrant and eclectic local or regional hub where frequent, reliable transit supports jobs, residents, and services. A variety of retail and commercial activities support a mix of housing types and civic and recreational amenities are easily accessible on foot, bike, or transit.
  - Mixed Use Neighborhood: a ‘complete community’ where residents have access to a variety of retail, commercial, employment, and housing options. These neighborhoods are compact, density communities but are less intensely developed than Mixed Use Centers, are not considered regional employment hubs and have a land use of a more moderate intensity.
  - Special District: locations served by transit such as major institutions, entertainment districts, sports arenas, multimodal hubs, or other facilities.
  - Industrial Job Center: include large and small industrial businesses and ancillary commercial uses that serve the workforce. Residential use is not allowed and other non-industrial uses are highly discouraged in order to protect these areas from encroachment and development pressures. The presence of some large employers means that transit service is an asset to this area when works can move safely and easily between transit and the workplace.
- o direct and prioritize appropriate investments in Transit Communities

b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

The proposed Transit Communities policy would likely require changes to the Title 23 of the Seattle Municipal Code, specifically SMC 23.61 Station Area Overlay Districts.

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

The proposed amendment would not require changes to the Future Land Use Map.

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

The Comprehensive Plan currently has numerous goals and policies that generally relate to transit communities including the Urban Village Strategy, which is "Seattle's strategy for accommodating future growth and creating a sustainable city..." The proposed Transit Communities policy will further refine the strategy to more explicitly address how to leverage investments in transit by aligning land use strategies and policies and directing public investments toward implementing the essential components of livability.

The Transit Communities policy will also address the City's Race and Social Justice and Climate Action Plan goals, which have been adopted since the last major update of the Comprehensive Plan.

The proposed amendment would employ a data-driven methodology to draw Transit Community boundaries, make revisions to the Land Use Code, coordinate City investments, and strengthen partnerships with other public agencies and organizations.

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

The proposed amendment meets the criteria adopted in Resolution 30662. It is appropriate for the Comprehensive Plan, it will meet existing state and local laws, and it will be practical to consider in this initial phase of the major update to the Plan, as identified in Resolution 31370.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

The Planning Commission defines transit communities as “a complete, compact, connected community that is well served by transit.”

complete: there are a variety of people who live, work, and visit the neighborhood, which also has a variety of uses. The essential components of livability make it easy and safe for pedestrians and bicyclists to travel. Ample open space, schools, libraries, and other activity centers serve people of all ages and abilities. Green infrastructure serves and protects the urban environment. Specific uses vary based on typology.

compact: highest concentrations of people live and work around the highest levels of transit service with more moderate densities within the five- and ten-minute walksheds.

connected: neighborhoods are connected to each other by reliable, frequent transit service.

Transit Community boundaries will be drawn using three basic steps:

1. identify the transit nodes<sup>1</sup> of the community;
2. map the walkshed based on the street grid and topography;
3. consider adjustments to the walkshed to include key community locations.

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

The Transit Communities policy builds on the core values of Seattle’s Comprehensive Plan: community; environmental stewardship; economic opportunity and security; and social equity. The Planning Commission’s Seattle Transit Communities report documents research that supports the proposed amendment, identifies Seattle-specific typologies, and makes other recommendations about how the proposed amendment would support transformative change around local and regional investments in transit. Additionally, the majority of neighborhood plans have goals and/or policies related to transit communities.

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<sup>1</sup> This step builds on the previous methodology that identified the nodes of in the Commission’s Seattle Transit Communities report and includes factors such as existing and planned transit service, land use, zoning, anticipated population growth in both households and employment, social equity, and corridor function. The previous methodology will be updated using more current data.

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

Seattle Transit Communities was also informed by the "Status Check", a public participation process the Commission led in 2009, in which the Commission co-hosted a series of public meetings, including an on-line meeting. This process gathered feedback from more than 4,500 Seattleites regarding 24 of Seattle's neighborhood plans.

The Planning Commission held a public event to celebrate the release of Seattle Transit Communities in November 2010. Since that time, the Commission has presented our work and engaged with numerous groups in public meetings, including a presentation to City Council on February 28, 2011. Over the last two years, the Commission has had the opportunity to present our Transit Community work in numerous venues and formats and to hear feedback from the public, stakeholders, decision leaders, and elected officials. Councilmember Conlin, Chair of the PLUS committee, has placed developing a citywide transit communities policy first in his committee's priorities. We have heard similar interest and motivation from far and wide at City Hall and beyond.

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 15th** for consideration in the next annual review cycle. Any proposals received after May 15th will be considered in the review process for the following year.

(Please Print or Type)

Date: 5/14/2012

Applicant: Joseph Gellings, Senior Planner, Port of Seattle

Mailing Address: 2711 Alaskan Way

City: Seattle - State: Zip: 98121 - Phone: 206 787 3368

Email: gellings.j@portseattle.org

Contact person (if not the applicant): N/A

Mailing Address:

Email:

City: State: Zip: Phone:

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**Duwamish Manufacturing & Industrial Center (see map on page 8.103 of the Neighborhood Planning Element of the Comprehensive Plan)**

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Attachment A

Applicant  
Gellings)

Signature:            (Joseph

Date:   5/14/12  

Attachment A

## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

The propose amendment is five paragraphs of discussion text for the existing Container Port Element and does not change the Seattle Municipal Code, or the Future Land Use Map. The proposed discussion text is attached.

a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

In 2009 the Washington State Legislature amended RCW 36.70A, et seq. (Growth Management Act) to require cities with marine container ports of over a certain amount of revenue to adopt a Container Port Element in their Comprehensive Plans. The City did so, via the amendment process, on April 2, 2012. However a five-paragraph discussion section from earlier drafts in that amendment cycle was omitted. The discussion section provides background information that clarifies the motivation for the policies that were adopted.

Attachment A

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

Resolution 30662, Section 1 (A) lists criteria including that the amendment is required by the GMA as part of the 10 year update. This is the criterion that most closely fits this particular amendment, since the GMA requires Seattle to adopt a Container Port Element. The amendment is also legal and fits section B criteria. Finally it is practical to consider the amendment at this point. The policies and discussion considered in the previous amendment cycle were the product of extensive stakeholder outreach process.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

The positive impacts will be more focused attention and increased protection of container marine terminal activities. This is in keeping with existing Comp Plan policies and current regulatory protections of the vital import/export and industrial sectors in Seattle. The Council strengthened these protections in 2007 when it adopted greater restrictions on allowed sizes of use for non-industrial occupancies. The net benefit to the Seattle community is retaining living wage industrial jobs and a diverse economic base for the city and region.

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

Page xi of the Comp Plan allows for discussion sections and states that they may be useful for interpreting policies. The proposed discussion text illuminates the motivations for the Container Port Policies adopted April 2, 2012. Together the discussion and policies will comprise an element that is consistent with the protection generally afforded to industrial uses in Seattle, as documented in the Comp Plan's Land Use, Transportation and Economic Development Elements as well in the regulatory provisions of the Land Use Code. A background report analyzing the proposed Element is available.

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

N2nd Extensive stakeholder outreach was conducted by the Dept of Planning and Development (DPD) using the discussion section below and the policies that were adopted April 2, 2012. The discussion section below was presented as a part of the proposed element in the May 9, 2011 amendment application, throughout the July 2011 docket setting process and in September 20 and September 21, 2011

Attachment A

communications between DPD and stakeholders. It also appeared in the October 31, 2011 Directors Report.

**Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

- A. The amendment or policy is appropriate for the Comprehensive Plan because:
- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;
  - The amendment is not better addressed as a budgetary or programmatic decision;
  - The amendment is not better addressed through another planning process, such as neighborhood planning; or
  - The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.
- B. The amendment is legal - the amendment meets existing state and local laws.
- C. It is practical to consider the amendment because:
- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;
  - City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;
  - The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;
  - The amendment has not been recently rejected; and
  - If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

<Proposed Amendment Text Follows>

**DISCUSSION**

The Port of Seattle is one of the largest cargo centers in the United States, serving as the entry and exit point for marine cargo to and from the Pacific Rim and Alaska. The Port of Seattle facilities are unique among West Coast Ports: the container operations are adjacent to the urban core, abutting the busy downtown, a tourist-friendly waterfront, and two sport stadiums that attract millions of people to Seattle each year.

The marine cargo terminal (MCT) trade, in which the Port of Seattle is engaged, plays a vital role in the Seattle economy. The Port of Seattle is made up of approximately 1,400 acres of waterfront land

Attachment A

and nearby properties. Nearly 800 acres of the Port's seaport is dedicated to container terminal operations and cargo handling. Most of the freight is shipped through the Port by intermodal containers that are transferred to or from railcars or trucks on the dock. Some of the containers are shuttled by truck between BNSF and UPRR intermodal yards. Accounting for thousands of jobs, millions of dollars of state and local taxes, and billions of dollars in business revenue and personal income, this economic sector merits special protection in the City's Comprehensive Plan as well as continuing attention in all the City-related policies and programs.

As vital as the marine cargo economic sector is, it is also vulnerable—to continuing pressures in nearby land uses, traffic infrastructure and congestion, and larger funding and economic development conditions.

The state legislation that requires this Port element also requires land use decisions to consider the long-term and widespread economic contribution of international container ports and related industrial lands and transportation systems. The legislation seeks to ensure that container ports continue to function effectively alongside vibrant city waterfronts. It identifies approaches that the City may consider in future work programs. These include creating a "port overlay" district to specifically protect container port uses, industrial land banking, applying land use buffers or transition zones between incompatible uses, and limiting the location or size, or both, of nonindustrial uses in the core area and surrounding areas. The core area is defined as roughly coterminous with the Duwamish Manufacturing & Industrial Center. The revised state law also adds key freight transportation corridors that serve marine port facilities to the State's list of transportation facilities of statewide significance.

In 2007, the City of Seattle's land use code strengthened protection for industrial uses in the Duwamish by limiting the size of office and retail uses. This Comprehensive Plan Element carries forward the policy intention of that work as well as responding to the state mandate.

City of Seattle

COMPREHENSIVE PLAN AMENDMENT APPLICATION

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(Please Print or Type)

Date: May 15, 2012

Applicant: Lake Union Association

Mailing Address: 1059 N Northlake Way

City: Seattle                      State: WA    Zip: 98103                      Phone: 206 632-0152

Email: [fmnmargaret@qwestoffice.net](mailto:fmnmargaret@qwestoffice.net)

Contact person (if not the applicant): Eugene Wasserman

Mailing Address: 14300 Greenwood Ave N #310

Email: [eugene@ecwassociates.com](mailto:eugene@ecwassociates.com)

City: Seattle                      State: WA    Zip: 98133                      Phone: 206 440-2660

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant

Date: May 15, 2012



The Lake Union Association (LUA) is submitting two amendments to modify two existing economic development elements ED 11 and ED15. LUA has also submitted a new economic development element ED15.5.

All three are to ensure that the Seattle Comprehensive Plan reflects the contributions of the recreational boating industry to Seattle's economy and to the "creative class lifestyle" that will attract people to our City. Many tourists visit Seattle on their boats, many boaters have their boats serviced here and many people come to Seattle to purchase boats. Many tourists visit Seattle to enjoy Seattle's waterfront tourism industry

The two elements with their changes and the new element are listed below.

#### ED 11

Recognize the importance of tourism and its support of international trade as well as its contribution to the health of the Seattle retail core. Recognize the important contribution of historic districts such as Pioneer Square and the Pike Place Market to tourism, and support the continued protection and enhancement of these districts. Recognize the importance of Seattle's recreational boat industry in attracting and retaining tourists to visit and extend their visits to the City. Recognize the importance of water tourism activities to Seattle as a tourism destination.

#### ED 15

Preserve and support continued use of suitable shoreline areas for water-dependent and related businesses involved in ship-building and repair, fisheries, tug and barge, marina, boat yards, boat sales, provisioning and the cruise-ship industries.

#### ED 15.5

Support the recreational boating industry as a key sector that supports Seattle's economy, creates family wages jobs, supports small businesses, use quality environmental practices, and where businesses collaborate with one another. The recreational boating industry is part of Seattle's history and a future part of Seattle's creative class lifestyle economy.

II. The recreational boating industry has a very long history in Seattle. As a water dependent use it is discussed in the Land Use Element of the Comprehensive Plan. Yet as an economic force the recreation boating industry is not discussed in the economic development element. The industry has never presented the case for the recreational boating industry as part of Seattle's economic growth engine.

There has not been an overall economic study of the recreational boating industry in Seattle. Information gathered from the Northwest Marine Trade Association (NMTA) Washington state research and information from local firms shows it is extensive. You only have to go along Seattle's major waterways to see the number of boats in marinas. The NMTA association has 186 member businesses just in Seattle. There are a substantial number of recreational boating businesses that are not their members. Many of these businesses are not located on the waterfront, but come to the marinas to undertake repairs. The average salary in the business is \$56,000 dollars which is \$10,000 higher than the average City wage. These jobs have a large multiplier impact on other workers. Much of the work is done by small businesses that average about 12 employees per business.

Many tourists arrive in their boats and moor them at local marinas. Many tourists come take part in Seattle's water tourism industry.

There is substantial sale of large recreational boat sales that attract international customers and bring substantial money into the community. There is also a large recreational boat insurance business. Many of the large boats that visit our City or moor here use our industrial sized shipyards for repairs, providing work for our unionized labor force.

According to one of our marinas for larger yachts reports over \$22 million dollars a year in repairs to these boats which does not include all work

The local boat yards and marinas have an exceptional record in environmental projects and have a great working relationship with DOE.

Members of the LUA have informally surveyed many of the boaters who use their marinas. The results showed that many of their boaters were members of the Seattle's "creative class." The recreational boating industry is part of what makes Seattle attractive to the "creative class."

### III. Appropriate for the Comprehensive Plan

- a. The proposed amendments are not regulatory; they impact the Economic Development Element and require no budgetary or programmatic decisions.  
The amendments are for City-wide economic policy, and therefore should not be part of a neighborhood plan.
- b. The amendments are legal.
- c. It is practical to consider the amendment since there is enough time for the limited amount of work that is needed to review these amendments. These amendments change several policy statements and do not conflict with any Comprehensive Plan goals or other economic development elements.

IV. The amendments if adopted will recognize the importance of the recreational boating industry. It would be used to guide City officials in the development of policies and programs. It will let the public know that recreational boating industry is important to Seattle's economic health.

V. How would the proposed change comply with the community vision statements, goals, objective, and policies of the Comprehensive Plan?

These amendments comply with the Economic Development Element of the Comprehensive Plan, particularly ED 10. Encourage key sectors of Seattle's economy that provide opportunities for long term growth.

Criteria for identify sectors to support include the following:

Pay higher-than-average wage levels; bring new capital into the economy, reflecting multiplier effects other than high wages; have reasonable good future growth prospects; involve a cluster of businesses engaging in similar activities; use quality environmental practices or diversify the regional economic base.

The recreational boating industry as described above accomplishes all of these activities and should be seen as a key sector for the City to encourage.

VI. Is there public support?

We have discussed this with various elements of the recreational boating industry and have their support.

City of Seattle

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(Please Print or Type)

Date: May 15, 2012

Applicant: North Seattle Industrial Association

Mailing Address: 14300 Greenwood Ave N #310

City: Seattle State: WA Zip: 98133 Phones: 206 440-2660

Email: eugene@ecwassociates.com

Contact person (if not the applicant): Eugene Wasserman

Mailing Address: 14300 Greenwood Ave N #310

Email: eugene@ecwasociates.com

City: Seattle State: WA Zip: 98133 Phone: 206 440-2660

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant

Signature

*Eugene Wasserman*

Date: 5/15/201

The North Seattle Industrial Association is proposing the Two Comprehensive Plans Changes Below.

One would change everywhere in the Comprehensive Plan the name manufacturing /industrial centers to maritime/industrial centers. Both the Duwamish and BINMIC Centers are really maritime/industrial centers. The Maritime sector is a substantial part of both centers and the name change would recognize this situation. The name industrial will still encompass the manufacturing in both centers. While maritime only occurs in these centers, manufacturing occurs through the City.

The second amendment would add the words marine technology to the various technologies that the City should be assisting.

#### Proposed Amendments

1. Change the wording of manufacturing/industrial centers to maritime/industrial centers everywhere in the Comp Plan. For example in the Economic Development Element two examples below. In second example changed industrial, to maritime/industrial. There might be other places in the Comprehensive Plan where the manufacturing/industrial centers are mentioned. We are not aware of them.

#### A Economic Development and the Urban Village Strategy

Central to the City's economic development efforts is the urban village strategy. Through the urban village strategy future growth is directed to areas that are supported by strategic investments in facilities and services to support this growth. By focusing growth in urban centers and urban villages this approach leads to greater proximity of jobs to housing and efficient investment in transportation and other infrastructure to support both business and neighborhood needs. Similarly, by directing industrial businesses to maritime ~~manufacturing~~/industrial centers, the City is able to more efficiently and effectively deliver services and invest in infrastructure that supports these businesses.

ED5

Use plans adopted for the maritime ~~manufacturing~~/ industrial centers to help guide investments and policy decisions that will continue to support the retention and growth of industrial activities in these areas. Continue collaboration with both geographically-focused and citywide organizations representing maritime/industrial interests so that the needs and perspectives of this sector can be recognized and incorporated, as appropriate, into the City's actions and decisions.

2. Add maritime technology to the list of clusters in the Economic Development Sector.

ED 13 Seek ways to assist clusters of related businesses in advanced manufacturing, information technology, marine technology and biotechnology to collaborate more closely with one another and to market themselves as magnets for capital, research talent and high-skill jobs.

II. Describe how the issue is currently addressed in the Comprehensive Plan. If the answer is not adequately addressed, describe the need for it.

Maritime is discussed elsewhere in the Plan; it just does not show the importance of the maritime industry to these industrial centers. Many of manufacturing concerns are producing items for the maritime industry. Seattle is home to most shipyards on the West Coast. The name change would just recognize that the maritime sector is as equally important as industrial to these centers.

III. Describe why the proposed change meets the criteria adopted in Resolution 30662.

- A. These two amendments are changes to the Comprehensive Plan only. They do not require any regulatory, budgetary or programmatic decisions
- B. The amendment is legal
- C. Since it is name change and one change to ED 13 there is enough staff time and Council time to affect the change. The proposals are consistent with existing Comprehensive Plan policies and merely recognize the importance of the maritime industry and the maritime technology businesses in Seattle.

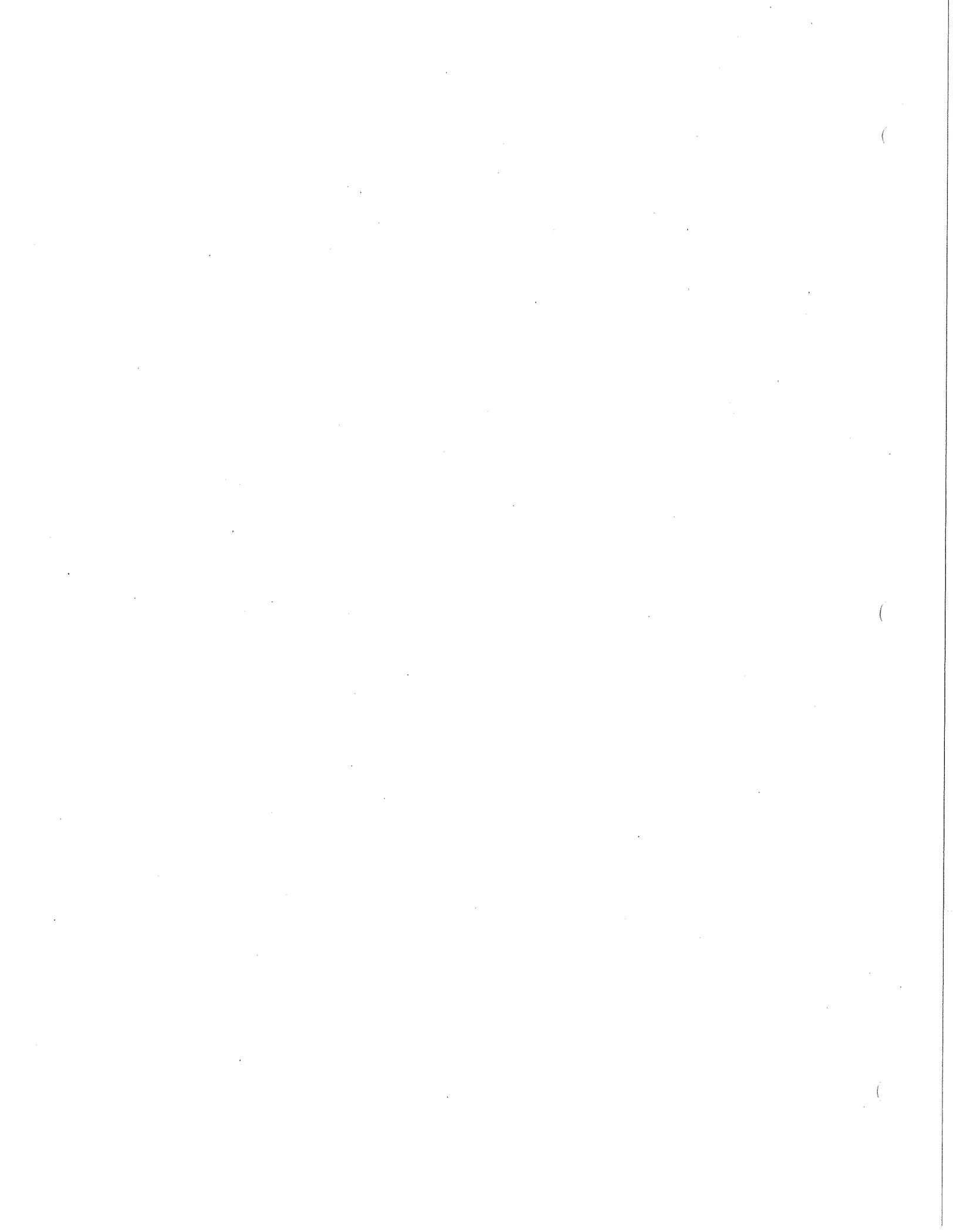
IV. What do you anticipate will be the impacts caused by the change in text?

The impact will be a more accurate description of the Duwamish and Ballard Maritime/Industrial Centers. BINMIC will still be BINMIC; the Duwamish MIC will still be the Duwamish MIC. The change will just emphasize the maritime importance. The community will benefit by a more accurate description of the Maritime/Industrial Centers.

The change in ED 13 would just emphasize the importance of marine technology to the City's future.

V. How would the proposed change comply with the community vision statements, goals, objectives, and the policies of the Comprehensive Plan?

The proposed changes are within the statement, goals, objectives and policies of the Comprehensive Plan and the Duwamish and BINMIC plans. All these plans discuss the importance of the maritime sector.



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Date: May 14th, 2012 Applicant: John Persak for ILWU local 19

Mailing Address: 3440 E Marginal Way

City: Seattle State: WA Zip: 98134

Phone: 206.291.5411

Email: wobbly@drizzle.com

Contact person (if not the applicant):

Mailing Address:

Email: City: State: Zip:

Phone:

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**All zoning designated IB, IC, IG1 and IG2, southern portion of Stadium Overlay District.**

If the application is approved for further consideration by the City Council, the applicant may be required to submit a Sate Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant Signature: \_\_\_\_\_

Date: May 14, 2012

## REQUIRED QUESTIONNAIRE:

### Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish.

Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with strikeouts.

b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

**The intent of this Amendment is threefold.**

**I: To address the contradiction between the established and intended use of areas zoned industrial (IC, IB, IG1, IG2), and exemptions that liberally permit development and use for stadium facilities within these areas;**

**II. To address the contradiction between Comprehensive Plan elements relating to the use, support, development, and preservation of industrial land use in areas zoned IG1 & IG2 (see Seattle Comprehensive Plan, Industrial Areas) and those uses that are encouraged in areas adjacent to industrial land in the Stadium Transition Area Overlay District (see SMC 23.74.004) which have an adverse affect on the preservation of industrial land use;**

**III. To strengthen the intent of changes in the SMC and Comprehensive Plan in relation to the preservation of industrial lands and their use (e.g. intent of**

Industrial Lands Ordinance in 2007), and complementary changes (Container Port Element of Comprehensive Plan as adopted in 2012) in relation to the support of local, rail and maritime freight mobility which supports industrial activity.

The following are the changes necessary to accomplish the above:

1. ADD to Comprehensive Plan: LU145.1 Prohibit new spectator sports facility development in all industrial zones that would significantly restrict or disrupt existing industrial use and access in industrial zones.

2. Amend SMC 23.74.004 (map A), <http://clerk.ci.seattle.wa.us/~codepics/2374004MapA.gif> as follows:

Entire southern boundary of Stadium Transition Overlay District amended to follow the length of South Atlantic street from the west to the east boundaries of this overlay district.

3. Amend 23.50.012\*, for IB, IC, IG1, IG2, IG1 & IG2 in the Duwamish M/I Center: change from "Permitted" to "Council Conditional Use" for C.3.d (Sports and Recreation, indoor) AND C.3.e (Sports and Recreation, outdoor).

\*see: <http://clerk.ci.seattle.wa.us/~scripts/nph-brs.exe?d=CODE&s1=23.50.012.snum.&Sect5=CODE1&Sect6=HITOFF&l=20&p=1&u=/~public/code1.htm&r=1&f=G>

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

Portions of the Comprehensive Plan that address the need to preserve and support use and economic development on and around industrial lands are contradicted by the blanket exemptions for stadium construction in these areas, and also by the existence of a portion of the Stadium Transition Area Overlay District. Created in 2000 in relation to the existing stadium facilities, this District extends well into areas that are primarily served by activities related to use or access in industrial areas, and in particular, activities that are specifically outlined in the Container Port Element of the Comprehensive Plan.

Elements of the Comprehensive Plan need to be modified to reflect the priority of industrial use of land designated for that purpose, to take precedent over the blanket zoning for the purpose of construction of stadium facilities. The boundaries of the Stadium Transition Area Overlay District need to be adjusted to accommodate the intent of the Comprehensive Plan policies and goals as they relate to industrial lands, while respecting and harmonizing current uses for existing stadium facilities.

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

**This proposed amendment clarifies policy within the larger well-established Comprehensive Plan, and therefore an amendment to the plan and the corresponding changes to the SMC is the proper venue for addressing these changes. There are no changes needed or proposed for neighborhood plan policies.**

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

**This change will preserve the existing economic vitality and strengthen the future economic vitality of industry and maritime trade, which supports living wage jobs in both the industrial and maritime sector, the indirect and induced economic activity in related industries and export, and the private and public revenue derived from these. This amendment would restrict initiatives that will degrade the highest and most appropriate uses of industrial land that compliments these economic concerns.**

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

**The use goals and policies for areas designated for industrial activity is clearly outlined in sections LU G22 through LU G29 ("Industrial Areas, goals") ; and LU 141 through LU 147.2 (Industrial Areas, policy).**

**In particular, LUG24, LUG26, LUG27, and LUG28 respectively articulates the intent to not allow uses that will come into conflict and compete with industrial use in relation to marine and rail related industries, to reduce land use conflicts between industry and pedestrian-oriented commercial areas, to avoid conflict with the character and function of industrial areas, and to prevent incompatible activities being in close proximity with one another.**

**Sections LU141 through LU144 also articulates specific criteria for industrial use that is pertinent to this proposed amendment. These include the recognition of warehouse use, living wage industrial activities (i.e. jobs), commercial use only to the extent that these reinforce the industrial character, and encouraging the siting of new business that support the goals of industrial areas.**

**Ordinance number 123854, which added the Container Port Element to the Comprehensive Plan, modifies the manner in which land use is interpreted in relation to marine and rail industries. Policy MCT/LU3 limits the amount of non industrial uses that may occur on industrial land (which includes IC zoned areas) to prevent the conversion of land in the vicinity of marine container terminals. MCT/LU4 describes the intent to allow use in "transition areas" while "not creating conflicts with preferred cargo container maritime uses." MCT/T2 addresses the need to provide "safe, reliable, efficient, and direct access" between marine facilities and highways/rail.**

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.  
N2nd

**These amendments and explanations have been vetted through stakeholders in the maritime, industrial, and freight community for comment and we have received no objections.**

Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

A. The amendment or policy is appropriate for the Comprehensive Plan because: The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment; The amendment is not better addressed as a budgetary or programmatic decision;

The amendment is not better addressed through another planning process, such as neighborhood planning; or The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.

B. The amendment is legal - the amendment meets existing state and local laws.

C. It is practical to consider the amendment because: The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision; City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame; The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy; The

amendment has not been recently rejected; and If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

**City of Seattle  
COMPREHENSIVE PLAN AMENDMENT APPLICATION**

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(Please Print or Type)

Date: **May 14, 2012**

Applicant: **Port 106 LLC**

Contact's Mailing Address: **701 5<sup>th</sup> Avenue, Suite 7220**

City: **Seattle** State: **WA** Zip: **98104** Phone: **206-812-3388**

Email: [jessie@mhseattle.com](mailto:jessie@mhseattle.com)

Contact person (if not the applicant): **Jessie Clawson**

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**1600 W. Armory Way, extending south (see attached map).**

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant Jessie Clawson  
Signature: [Handwritten Signature]  
Date: 5/13/12

Attachment A

## **REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

**The proposed amendment is a change to the Future Land Use Map ("FLUM") for the property located generally at 1600 W. Armory Way and extending south to include the Whole Foods development. The amendment would change the comprehensive plan's designation of the property from "Ballard/Interbay Manufacturing Industrial Center/Industrial" ("BINMIC") to "Mixed Use/Commercial." The proposed amendment would only amend the FLUM; it would not include a comprehensive plan text amendment.**

a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

**The proposal does not propose to change the text of the comprehensive plan.**

b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

**The proposal does not propose to change the text of the Seattle Municipal Code.**

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

**Please see attached map.**

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

Attachment A

**The comprehensive plan currently designates the property as "Industrial/BINMIC." Due to the nature of the property, the property should be redesignated to "Mixed Use/Commercial." Please see below.**

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

**Please see below.**

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

**The property was sold by the Armory to the Northwest Center as excess property for use as the Northwest Center's office and distribution facility. Northwest sold the property to the Seattle Monorail Project; the property was planned to be a monorail station. Following the collapse of the Monorail Project, the Monorail sold the property to the present owner, who has struggled to find an industrial use/user for the property. The community will be benefited to the change of the designation of the Armory property because it will allow redevelopment of an underused parcel surrounded by non-industrial uses in the neighborhood. The amendment also includes the Whole Foods retail development; this property is no longer in industrial use and will not return to industrial use in the foreseeable future.**

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

**The proposal complies with the following Comprehensive Plan goals and policies:**

**Goal LUG17: Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.**

*Response: The change to commercial/mixed use on this property will allow the expansion of the neighboring C1 zone, creating additional commercial depth along 15<sup>th</sup> Avenue West.*

**Policy LU103: Prioritize the preservation, improvement and expansion of existing commercial areas over the creation of new business districts.**

Attachment A

*Response: The result of the proposal would be to extend the existing Interbay business and mixed use district.*

**LU134: Use general commercial zones to support existing auto-oriented commercial areas serving a citywide or regional clientele located with ready access from principal arterials, or areas adjacent to industrial zones. Areas generally appropriate for general commercial zones should be characterized by a predominance of large lots, and limited pedestrian access, where adequate buffers or transitions can be provided between the area and residential areas or commercial areas of lesser intensity.**

*Response: The property is located adjacent to Commercial zones on two sides, and industrial zones on two other sides. The property is buffered from residential uses on the east slope of Queen Anne hill by 15<sup>th</sup> Avenue West and by other commercial uses.*

**The property is inconsistent with the following industrial lands-related goals and policies:**

**LU140 Designate industrial areas where:**

**1) The primary functions are industrial activity and industrial-related commercial functions**

*Response: No. The primary function of this area is no longer industrial.*

**2) The basic infrastructure needed to support industrial uses already exists.**

*Response: No. The types of infrastructure necessary to sustain industrial uses are not available on the property. The property is near a rail line, but has no direct access. The property is located behind a row of commercial uses fronting 15<sup>th</sup> Avenue W, and is an isolated patch of industrially-designated property between those commercial uses and the Interbay Golf Center.*

**3) Areas are large enough to allow the full range of industrial activities to function successfully.**

*Response: The property is a large parcel but lacks the infrastructure needed for successful industrial uses.*

**4) There is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.**

Attachment A

*Response: There is sufficient separation and already has been a change of use in the area that reduces the potential for conflicts.*

**BI-P3: Retain existing businesses within the BINMIC and promote their expansion.**

*Response: The property is no longer in industrial use, and instead includes several office and/or retail/commercial uses.*

**BI-P12: Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.**

*Response: The property has no direct access to water, and water-dependent uses are therefore not able to be located on the property.*

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

*Response: The applicant has not yet meet with the community regarding this amendment.*

**Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

- A. The amendment or policy is appropriate for the Comprehensive Plan because:
- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;

**Response: The amendment is appropriate for a Comprehensive Plan amendment because it is a proposed change to the FLUM.**

- The amendment is not better addressed as a budgetary or programmatic decision;

**No. The amendment is addressed by a FLUM amendment.**

- The amendment is not better addressed through another planning process, such as neighborhood planning; or

**No neighborhood planning process in the BINMIC or the Interbay Neighborhood is planned or underway.**

- The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.

**No; this amendment is not related to the 10-year plan requirements such as capital facilities or transportation planning.**

- B. The amendment is legal - the amendment meets existing state and local laws.

Attachment A

**Yes. The change to the FLUM is authorized by the Growth Management Act and the Seattle Municipal Code.**

C. It is practical to consider the amendment because:

- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;

**Yes. The amendment is proposed as part of the annual amendment process, and Council will obtain the information necessary for an informed decision.**

- City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;

**Yes. It is assumed that Staff gives itself enough time through the annual amendment process to develop policy in support of this proposal.**

- The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;

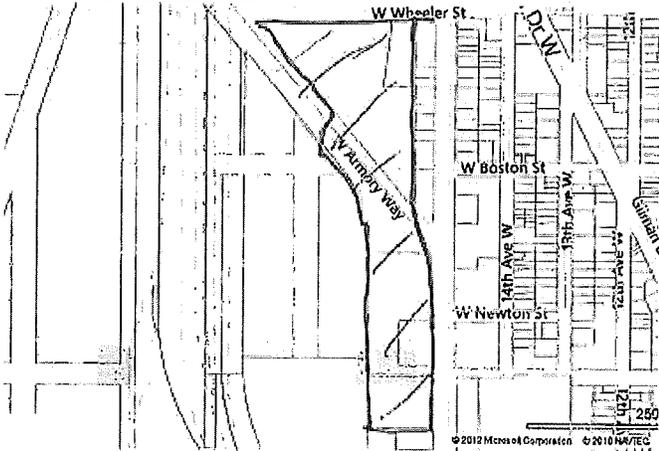
**Yes. The proposal is consistent with the Comprehensive Plan policies regarding industrial properties and adjacent uses.**

- The amendment has not been recently rejected; and

**The specific amendment has not been proposed.**

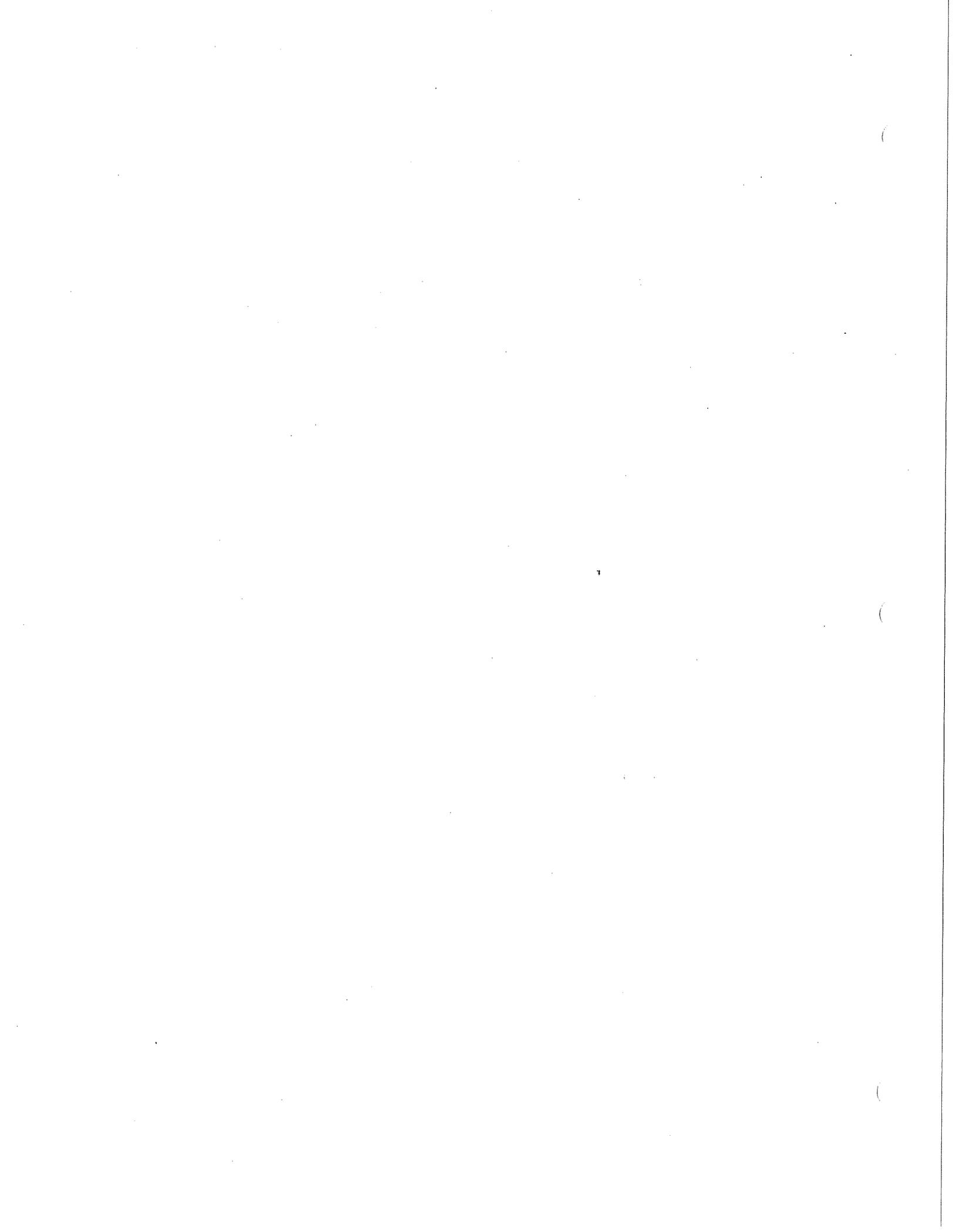
- If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

**There is no proposed change to neighborhood planning policies.**



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**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 15th** for consideration in the next annual review cycle. Any proposals received after May 15th will be considered in the review process for the following year.

(Please Print or Type)

Date: **May 14, 2012**

Applicant: **MoxBay LLC, c/o David Maltby**

Mailing Address: **c/o Gilder Officer for Growth, 1836 Westlake Avenue North, Suite 302**

City: **Seattle** State: **WA** Zip: **98109** Phone: **212-520-1831**

Email: [david.maltby@timesquarecapital.com](mailto:david.maltby@timesquarecapital.com)

Contact person (if not the applicant): **Jessie Clawson, 701 5<sup>th</sup> Avenue, Suite 7220, Seattle, WA 98104, [jessie@mhseattle.com](mailto:jessie@mhseattle.com) 206-812-3388**

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**Near the corner of Thorndyke Ave W and W. Bertona Street in the Interbay neighborhood. See attached maps.**

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant

Signature: 

Date: 5/15/12

Attachment A

**REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

**The proposed amendment is a change to the Future Land Use Map ("FLUM") for the property located in Interbay. The amendment would change the comprehensive plan's designation of the property from "Ballard/Interbay Manufacturing Industrial Center/Industrial" ("BINMIC") to "Mixed Use/Commercial." The proposed amendment would only amend the FLUM; it would not include a comprehensive plan text amendment.**

a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

**The proposal does not propose to change the text of the comprehensive plan.**

b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

**The proposal does not propose to change the text of the Seattle Municipal Code.**

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

**Please see attached map.**

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

Attachment A

**The comprehensive plan currently designates the property as "Industrial/BINMIC." Due to the nature of the property, the property should be redesignated to "Mixed Use/Commercial." Please see below.**

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

**Please see below.**

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

**The property is currently vacant and/or underused. The net benefit to the community will be redevelopment of an underused parcel increasingly surrounding by non-industrial uses in a developing neighborhood.**

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

**The proposal complies with the following Comprehensive Plan goals and policies:**

**Goal LUG17: Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.**

*Response: The change to commercial/mixed use on this property will allow the expansion of the neighboring Seattle Mixed zone, creating additional commercial depth along 15<sup>th</sup> Avenue West, in a growing Interbay neighborhood.*

**Policy LU103: Prioritize the preservation, improvement and expansion of existing commercial areas over the creation of new business districts.**

*Response: The result of the proposal would be to extend the existing Interbay business and mixed use district.*

**LU134: Use general commercial zones to support existing auto-oriented commercial areas serving a citywide or regional clientele located with ready access from principal arterials, or areas adjacent to industrial zones. Areas generally appropriate for general commercial zones should be characterized by**

Attachment A

**a predominance of large lots, and limited pedestrian access, where adequate buffers or transitions can be provided between the area and residential areas or commercial areas of lesser intensity.**

*Response: The property is located adjacent to the Seattle Mixed zone to the east. The property is buffered from residential uses on the east slope of Queen Anne hill by 15<sup>th</sup> Avenue West and by other commercial uses.*

**The property is inconsistent with the following industrial lands-related goals and policies:**

**LU140 Designate industrial areas where:**

**1) The primary functions are industrial activity and industrial-related commercial functions**

*Response: No. The primary function of this area is no longer industrial; it is vacant and commercial property.*

**2) The basic infrastructure needed to support industrial uses already exists.**

*Response: No. The types of infrastructure necessary to sustain industrial uses are not available on the property. The property is near a rail line, but has no direct access. The property is located behind a row of commercial uses fronting 15<sup>th</sup> Avenue W.*

**3) Areas are large enough to allow the full range of industrial activities to function successfully.**

*Response: The property is a large parcel but lacks the infrastructure needed for successful industrial uses.*

**4) There is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.**

*Response: No. Adjacent users are retail/commercial users.*

**BI-P3: Retain existing businesses within the BINMIC and promote their expansion.**

*Response: The property is no longer in industrial use, and instead includes several office and/or retail/commercial uses.*

Attachment A

**BI-P12: Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.**

*Response: The property has no direct access to water, and water-dependent uses are therefore not able to be located on the property.*

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

*Response: The applicant has not yet meet with the community regarding this amendment.*

### **Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

A. The amendment or policy is appropriate for the Comprehensive Plan because:

- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;

**Response: The amendment is appropriate for a Comprehensive Plan amendment because it is a proposed change to the FLUM.**

- The amendment is not better addressed as a budgetary or programmatic decision;

**No. The amendment is addressed by a FLUM amendment.**

- The amendment is not better addressed through another planning process, such as neighborhood planning; or

**No neighborhood planning process in the BINMIC or the Interbay Neighborhood is planned or underway.**

- The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.

**No; this amendment is not related to the 10-year plan requirements such as capital facilities or transportation planning.**

B. The amendment is legal - the amendment meets existing state and local laws.

**Yes. The change to the FLUM is authorized by the Growth Management Act and the Seattle Municipal Code.**

C. It is practical to consider the amendment because:

- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;

**Yes. The amendment is proposed as part of the annual amendment process, and Council will obtain the information necessary for an informed decision.**

Attachment A

- City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;

**Yes. It is assumed that Staff gives itself enough time through the annual amendment process to develop policy in support of this proposal.**

- The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;

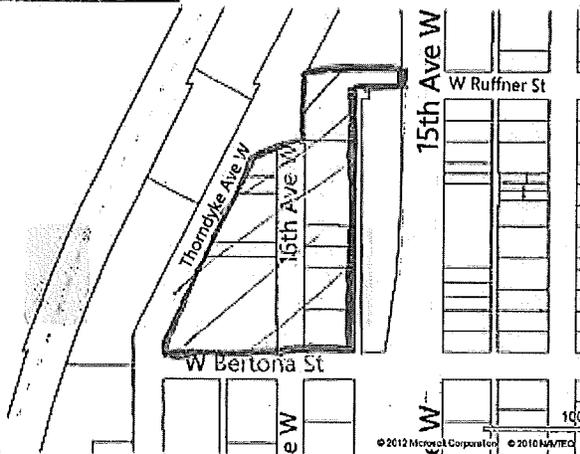
**Yes. The proposal is consistent with the Comprehensive Plan policies regarding industrial properties and adjacent uses.**

- The amendment has not been recently rejected; and

**The amendment has not been proposed.**

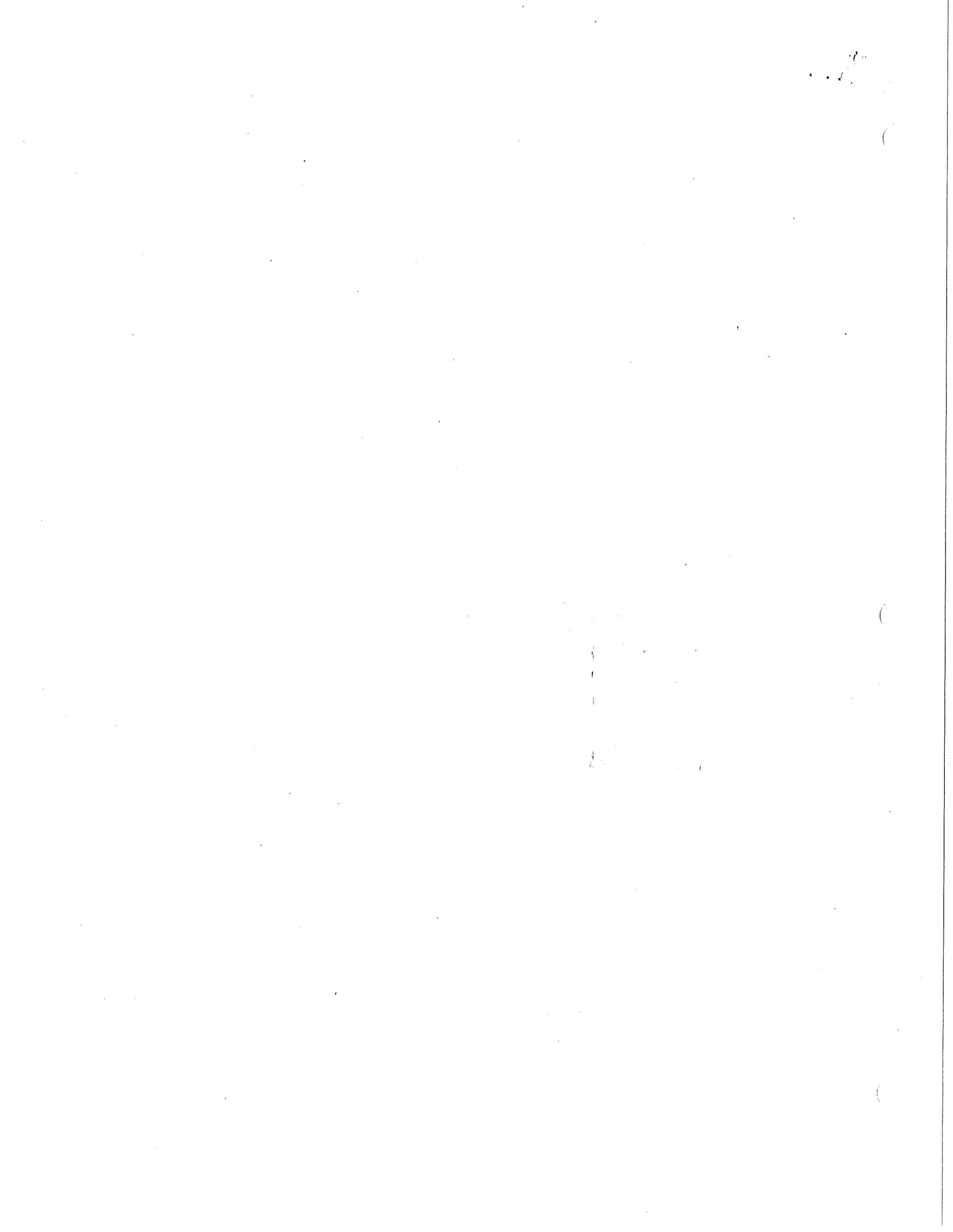
- If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

**There is no proposed change to neighborhood planning policies.**



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**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 15th** for consideration in the next annual review cycle. Any proposals received after May 15th will be considered in the review process for the following year.

(Please Print or Type)

Date: **May 14, 2012**

Applicant: **1290 Broadway REIT, LLC d/b/a Block at Ballard II, LLC**

Contact person (if not the applicant): **Jack McCullough**

Mailing Address: 701 5<sup>th</sup> Avenue, Suite 7220

Email: [jack@mhseattle.com](mailto:jack@mhseattle.com), or [jessie@mhseattle.com](mailto:jessie@mhseattle.com)

City: **Seattle** State: **WA** Zip: **98104** Phone: **206-812-3388**

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**Please see attached maps for locations that would be affected by the proposed Comprehensive Plan FLUM change.**

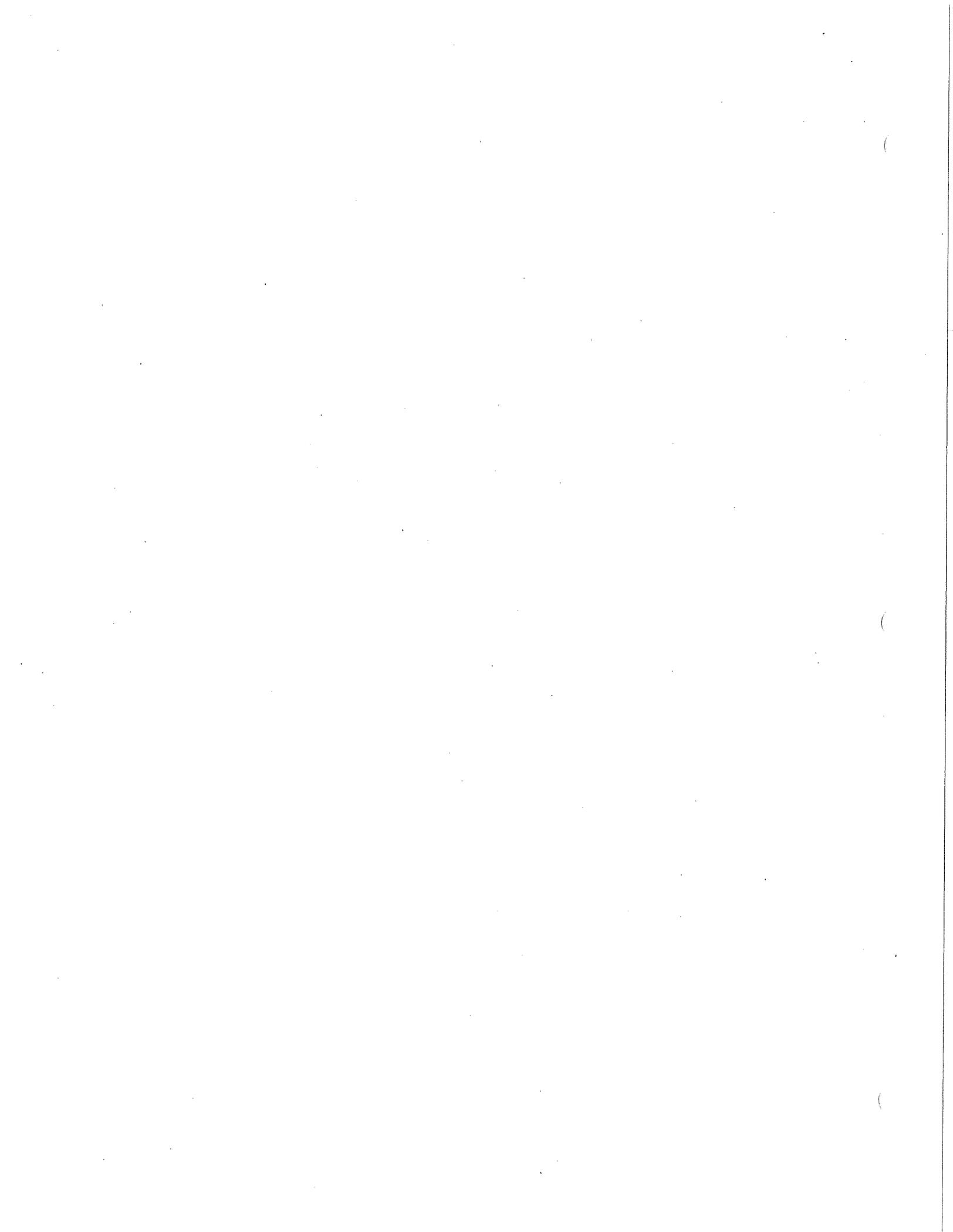
If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant  
Signature: \_\_\_\_\_

Date: 5-15-12

Attachment A



## **REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

**The properties that are the subject of this amendment application are currently designated "Industrial" by the Comprehensive Plan, and are located within the Ballard/Interbay Manufacturing/Industrial Center ("BINMIC"). The proposed amendment would designate the properties "Mixed Use/Commercial" in the Comprehensive Plan Future Land Use Map and would remove these properties from the BINMIC. Please see attached maps. The proposed amendment is a simple change to the FLUM, and does not propose a change to the text of the Comprehensive Plan.**

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

**The Comprehensive Plan FLUM currently designates the properties as Industrial, and locates them within the BINMIC. These properties are not in industrial use, and are not likely ever to be in industrial use. The properties are therefore not appropriate for designation as industrial, nor appropriate for location within the BINMIC. The change is needed to create consistency between land uses and the Comprehensive Plan.**

Attachment A

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

**Please see below. The most effective way to preserve the integrity of the BINMIC is to remove those properties with existing and long-term incompatible uses from the MIC. No other options, other than a FLUM change, exist to cure the inconsistency of the existing, long-term uses with the MIC policies.**

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

**The FLUM change would ultimately result in a rezoning of the properties to a zone consistent with the Comprehensive Plan, the FLUM designation for which is proposed to be Mixed Use/Commercial. Rezones would occur based on the locational criteria for the underlying zone. It would result in a reduction of the areas presently in commercial uses that are included in the BINMIC, consistent with MIC policies in the Seattle Comprehensive Plan, in PSRC VISION 2040, and in the King County Countywide Planning Policies. The proposed change will result in a net benefit to the community because it will render the Comprehensive Plan/zoning more conforming to the actual existing conditions, and will create more opportunities for the further development of an existing, established commercial corridor on 15<sup>th</sup> Avenue NW.**

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

**The properties are currently in commercial and/or retail use. This is inconsistent with the Seattle Comprehensive Plan, PSRC VISION 2040, and King County Countywide Planning Policies for MICs. The redesignation of these properties to Mixed Use/Commercial, thereby removing the properties from the MIC, would create more consistency with the following policies:**

**Seattle Citywide Land Use Policies**

**Discussion: The FLUM is a graphic representation of the future of Seattle. It displays where different types of development are planned to occur...FLUM amendments will generally only be considered for significant changes to the intended function of a large area.**

**LU1: Use the goals and policies included in this Plan to identify on the FLUM the general locations where broad categories of land uses are preferred.**

**LU2: Generally, FLUM amendments will be required only when significant changes to the intended function of a large area are proposed.**

**LU4: Ensure that there will continue to be room for the growth targeted for an area when considering changes that could reduce the capacity for jobs or housing.**

*Response:* The area proposed for amendment includes many parcels and should therefore be considered large enough to warrant a FLUM change. The currently existing uses on these parcels are not and will not be industrial in nature and should therefore be redesignated in order to make them more consistent with the Comprehensive Plan and its policies.

### **Seattle Location-Specific Land Use Policies**

**UV12: Manufacturing/Industrial centers are intended to maintain viable industrial activity and promote industrial development.**

*Response:* The properties located in the amendment area are not in industrial use and have no realistic prospect of converting to industrial use. To maintain the viability of the BINMIC as an industrial area, these sites should be excluded from the BINMIC. The non-industrial uses existing on these properties include, but are not limited to:

- Ballard Blocks I development, approximately 131,000 s.f. of intensive retail and parking uses that include Trader Joe's, LA Fitness, Counterburger, and other similar non-industrial uses.
- Permitted Ballard Blocks II development, an approximately 270,000 s.f. entitled development with intensive office and retail uses.
- PATH office building, approximately 90,000 s.f. office building constructed in 1991.
- Mars Hill Church, an approximately 40,000 s.f. church opened in this location in 2003
- Haight Roofing Company, an approximately 5,000 s.f. office building
- Stoneway Hardware, a retail store that sells plumbing supplies, electrical supplies, painting supplies, housewares, and lawn and garden supplies.
- Les Schwab Tires, an approximately 3,200 s.f. retail store
- Louie's Chinese Restaurant, an approximately 7,500 s.f. restaurant with associated parking area.

Attachment A

- Nelson Chevrolet Auto Showroom and Lot
- Miller Paint Company

**UVG22: Ensure that adequate accessible industrial land remains available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.**

*Response:* The proposed amendment does nothing to impact the existing uses on the property, which are non-industrial and already not contributing to the regional industrial land base. The amendment would take approximately 10 acres out of the 970-acre BINMIC that are not well-suited for inclusion in the BINMIC per Comprehensive Plan criteria (see below).

**UVG23: Promote the use of industrial land for industrial purposes.**

**UVG24: Encourage economic activity and development in Seattle's industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.**

*Response:* The properties are non-industrial and therefore do not require support related to industrial businesses.

**UV23: Strive to retain and expand existing manufacturing and industrial activity.**

**Designate as manufacturing/industrial centers areas that are generally consistent with the following criteria and relevant CPPs:**

**1. Zoning that promotes manufacturing, industrial, and advanced technology uses and discourages uses that are not compatible with industrial uses.**

*Response:* While the existing zoning may discourage incompatible uses, uses exist on all of the properties that are incompatible with industrial uses. Such uses include high-intensity retail and commercial development, which are specifically called out as incompatible with industrial uses. In addition, these incompatible uses will remain for decades to come. There is effectively no likelihood that industrial uses will be located on these properties in the future.

**2. Buffers protecting adjacent, less intensive land uses from the impacts associated with the industrial activity in these areas (such**

Attachment A

**buffers shall be provided generally by maintaining existing buffers, including existing industrial buffer zones).**

Response: Currently, the properties are actually located *within* the BINMIC, creating zero buffer between these commercial/retail properties and the industrial core.

**3. Sufficient zoned capacity to accommodate a minimum of 10,000 jobs.**

Response: Following removal of these properties from the BINMIC, the BINMIC will continue to have zoned capacity to accommodate a minimum of 10,000 jobs.

**4. Large, assembled parcels suitable for industrial activity.**

Response: Several of the properties included in the proposal are not large enough for industrial activity. The properties that are large enough for industrial activity are already in use or entitled as large scale commercial/retail uses that are incompatible with industrial activity. These incompatible developments represent tens of millions of dollars in capital investment and will therefore remain for decades.

**5. Relatively flat terrain allowing efficient industrial processes.**

Response: The terrain is relatively flat; however, the parcels are not in industrial use, as mentioned.

**6. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods.**

Response: The properties lack connection to rail or water transportation systems, and are not adjacent to a regional highway system. The properties are located adjacent to 15<sup>th</sup> Avenue NW, which is designated as a freight corridor, but has developed into a mixed use/commercial/retail corridor north of the Ballard Bridge. Several major bus lines serve 15<sup>th</sup> Avenue NW, and the street is targeted for Rapid Ride bus service intended to serve the commercial and residential needs of Ballard and Northwest Seattle.

**UV23: Maintain land that is uniquely accessible to water, rail, and regional highways for continued industrial use.**

Response: See response to UV23.6 above.

Attachment A

**UV24: Limit in MICs those commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short- and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses.**

*Response:* The properties in the proposal are already in long-term use as intensive commercial/retail activities that may create short and long term conflicts for industrial uses. These uses will be located on the properties for decades. Removing these properties/uses from the BINMIC will better protect the long-term integrity and industrial function of the BINMIC.

### **Seattle BINMIC Policies**

**BI-P1: Accept growth target of at least 3800 new jobs for the BINMIC by 2014.**

**BI-P2: Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.**

**BI-P3: Retain existing businesses within the BINMIC and promote their expansion.**

**BI-P4: Attract new businesses to the BINMIC.**

**BI-P5: Recognize the industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property.**

**BI-P8: Maintain the BINMIC as an industrial area and work for ways that subareas within the BINMIC can be better utilized for marine/fishing, high tech, or small manufacturing industrial activities.**

**BI-P12: Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.**

*Response:* The properties in the proposal are no longer consistent with the BINMIC neighborhood plan policies. The properties in the proposal are being used as intensive commercial and retail activities that will create short-and long-term conflicts with industrial uses. The uses located in these properties will be located there for decades, thereby reducing the amount of new industrial businesses that could be attracted to the area. In addition, several of the parcels are not large parcels well-suited to industrial uses. The largest parcels consist of a major office building, a large church, and two very large commercial/retail buildings. Practically speaking, these parcels will not ever be available for industrial use. Finally, the parcels are neither water-dependent nor are they industrial. The Industrial Lands Background Report completed in 2007 identifies that access to the water is one of the main reasons for industrial uses to be located in the BINMIC; these parcels have no

Attachment A

access to the water. The uses are not consistent with the BINMIC and no longer belong in the BINMIC. Removing these properties/uses from the BINMIC will better protect the long-term integrity and industrial function of the BINMIC.

**Seattle Mixed-Use Commercial Area Policies.**

**LUG17: Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.**

**LUG18: Support the development and maintenance of areas with a wide range of characters and functions that provide for the employment, service, retail and housing needs of Seattle's existing and future population.**

**LU103: Prioritize the preservation, improvement, and expansion of existing commercial areas over the creation of new business districts.**

**LU105: Designate as mixed-use commercial areas, existing areas that provide locations for accommodating the employment, service, retail and housing need of Seattle's existing and future population. Allow for a wide range in the character and function of individual areas consistent with the urban village strategy.**

**LU106: Provide a range of commercial zone classifications, which provide different mixes and intensities of activity, varying scales of development, varying degrees of residential or commercial orientation, and varying degrees of pedestrian or auto orientation and relationship to surrounding areas depending on their role in the urban village strategy and community goals as voiced in adopted neighborhood plans.**

*Response:* The proposed properties are consistent with the Mixed Use/Commercial policies in the comprehensive plan. The properties are currently in commercial use, and would therefore not constitute an expansion of a commercial area. Redesignation to Mixed Use/Commercial on the FLUM will help support the development of these commercial uses, and will further support the current development of the 15<sup>th</sup> Avenue corridor north of the Ballard Bridge into an attractive corridor. In addition, any subsequent rezones would require compliance with the locational criteria for the chosen zones, which would allow for determination of the appropriate type of mixed use/commercial zoning based on each property's characteristics.

**PSRC VISION 2040 policies**

**MICs are primarily locations of more intense employment and are typically not appropriate for housing. VISION 2040 calls for the recognition and**

Attachment A

**preservation of existing centers of intensive manufacturing and industrial activity and the provision of infrastructure and services necessary to support these areas. These centers are important employment locations that serve both current and long-term economic objectives. VISION 2040 discourages non-supportive land uses in MICs, such as retail or non-related offices.**

**MPP-Ec-19: Maximize the use of existing designated MICs by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.**

*Response:* The properties are located within an existing MIC. PSRC policies require the preservation of existing industrial activity; however, these properties are not in industrial use, and do not serve long-term industrial economic objectives. The properties are developed with non-supportive land uses (retail, office), and are incompatible with MIC policies. The incompatible commercial uses within the MIC will remain for decades; to preserve the integrity and industrial nature of the MIC, and to preserve the consistency of the properties with the Comprehensive Plan, the properties should be removed from the BINMIC.

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

*Response:* Community meetings have not yet been conducted as part of this proposal.

#### **Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

##### **A. The amendment or policy is appropriate for the Comprehensive Plan because:**

- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;
- The amendment is not better addressed as a budgetary or programmatic decision;
- The amendment is not better addressed through another planning process, such as neighborhood planning; or
- The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.

*Response:* The amendment is a change to the FLUM and thus requires a Comprehensive Plan amendment.

Attachment A

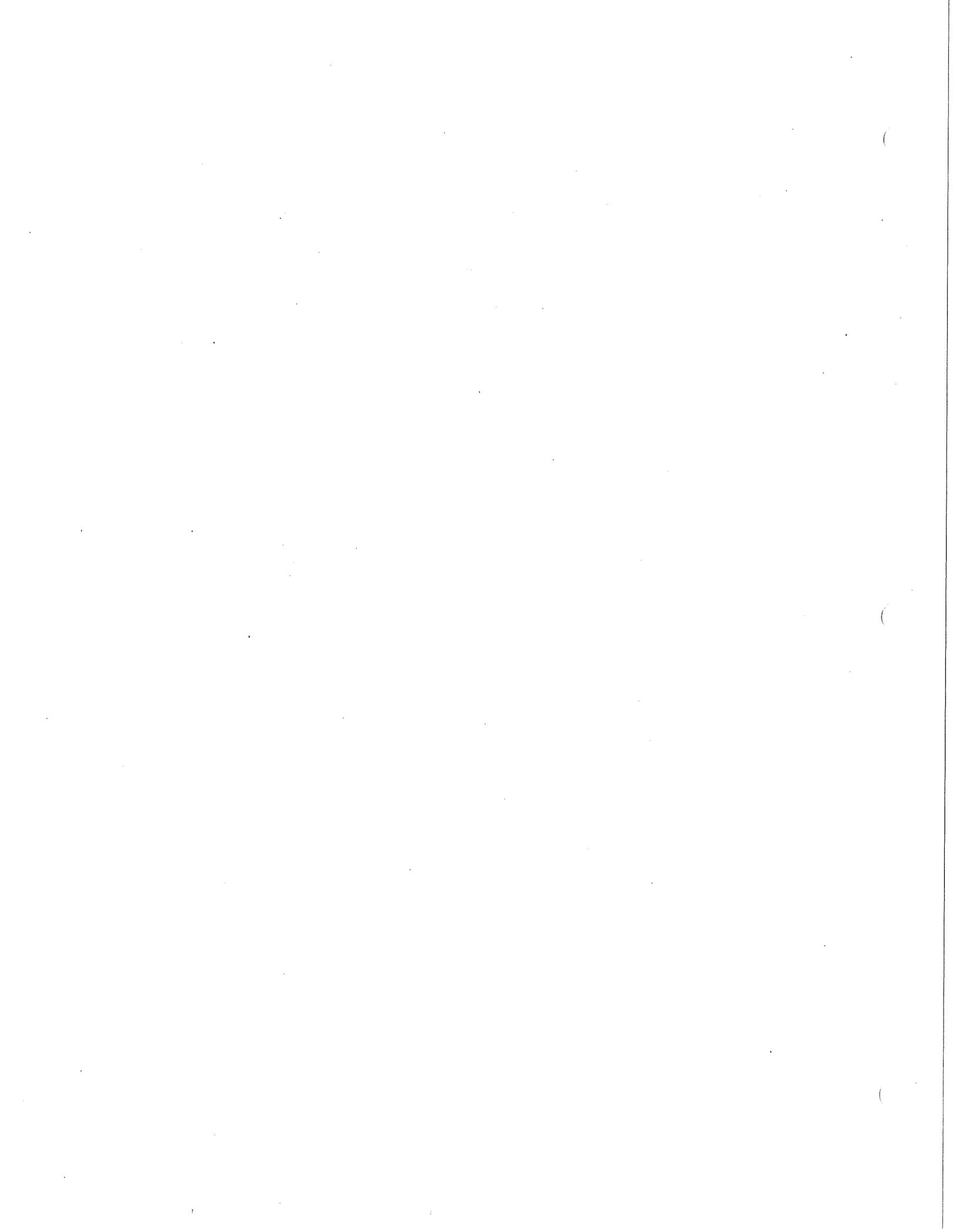
**B. The amendment is legal - the amendment meets existing state and local laws.**

*Response:* The amendment is legal. It creates consistency between the existing uses on the properties and with the Comprehensive Plan. The change is consistent with VISION 2040 policies related to MICs, and to the Seattle Comprehensive Plan policies related to MICs and specifically to the BINMIC, which states that the BINMIC should be protected from incompatible uses.

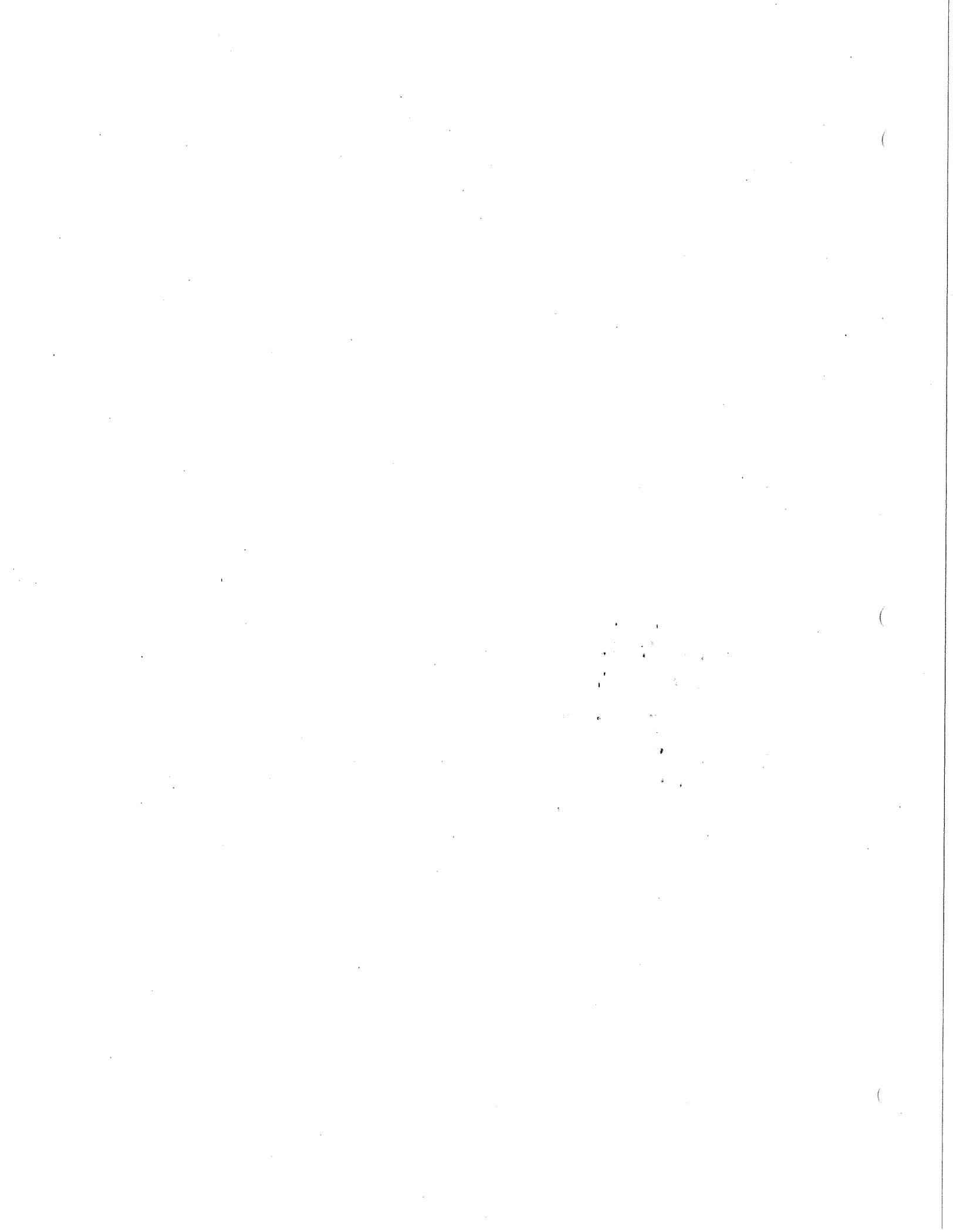
**C. It is practical to consider the amendment because:**

- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;
- City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;
- The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;
- The amendment has not been recently rejected; and
- If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

*Response:* The Council will have sufficient information necessary to make an informed decision because the uses on the properties are existing and are incompatible with the BINMIC. The policy developed in the Comprehensive Plan to protect the BINMIC from incompatible uses exists; no further analysis should be required. The amendment does not change neighborhood plan policies, but merely changes the FLUM. The amendment is similar to one proposed in 2011-2012, but is different in that it includes both sides of 15<sup>th</sup> Avenue in the proposal.







**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than 5:00 p.m. on May 15th for consideration in the next annual review cycle. Any proposals received after May 15th will be considered in the review process for the following year.

Date: May 10, 2012

Applicant: Mark Knoke

Mailing Address: 2147 North 130th Street

City: Seattle      State: Washington      Zip: 98133      Phone: 206-819-6154

Email: sotosoroto@yahoo.com

Name of general area, location, or site that would be affected by this proposed change in text:

Pinehurst and Haller Lake neighborhoods

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant

Signature: \_\_\_\_\_

Date: May 10, 12

Attachment A

## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

A map showing the proposed changes to the Future Land Use Map is attached. The changes are between Interlake Avenue North, 19th Avenue Northeast, Northeast 113th Street, and Northeast 137th Street.

The attached map shows the proposed boundaries of the Pinehurst Hub Urban Village and the Haller Lake Residential Urban Village, as well as an addition to the Northgate Urban Center alongside 5th Avenue Northeast, south of Northeast 117th Street.

Certain areas within these urban villages are modified to multi-family residential and commercial/mixed-use in this proposal, as shown on the map. The commercial/mixed-use would be along arterial streets, while the multi-family residential would be along non-arterial streets within easy walking distance of the future light rail station at I-5 and Northeast 130th Street.

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

The Pinehurst and Haller Lake neighborhoods are not directly addressed in the Comprehensive Plan, since neither currently has an urban village. Since it is becoming increasingly possible that Sound Transit will construct a Link Light Rail station between I-5 and 5th Avenue Northeast near Northeast 130th Street, it behooves us to prepare for this future change in our infrastructure and land use capacity. The surrounding neighborhoods should become part of the urban fabric of our city.

Sound Transit is currently writing a Draft Environmental Impact Statement for the Lynnwood Link Extension, which will consider matters such as land use when evaluating the potential of a light rail station at Northeast 130th Street.

Attachment A

Sound Transit is far more likely to locate a station here, and receive federal funding for their project, if the future land use indicates there will be a high population in the area. The next fifteen months are critical to this project, this proposal, and this city.

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

A. The local neighborhood plan for Broadview - Bitter Lake - Haller Lake, currently being revised, does not address the issue of a future light rail station at I-5 and Northeast 130th Street. The focus of that plan is on the area between Aurora Avenue North and Linden Avenue North. If a neighborhood plan is necessary, the Haller Lake and Pinehurst neighborhoods would be better served by a separate neighborhood plan for the area between Ashworth Avenue North, 20th Avenue Northeast, Northeast 115th Street, and Northeast 145th Street.

B. These changes are legal.

C1. Sound Transit will be completing their Draft Environmental Impact Statement in late 2013 and their Final Environmental Impact Statement in mid-2015. The city will have sufficient time to study this issue and inform Sound Transit of its decision so that Sound Transit can incorporate these changes into its reports. There is no time for delay, however.

C2. These changes to the Future Land Use Map are consistent with the vision in the Comprehensive Plan.

C3. Although a neighborhood plan has ostensibly been written for this area, these changes will require the formulation of a new neighborhood plan.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

The Pinehurst and Haller Lake neighborhoods will undergo a significant change from this proposal. An area that has been a quiet corner of suburbia for half a century will transform into a dense urban environment, as befitting the area surrounding a mass-transit station. Some residents in our neighborhood will undoubtedly complain, but these changes are necessary if Seattle is to grow. Most people are afraid of big changes in their lives, but this light rail station and the proposed changes to the Future Land Use Map are an opportunity for those of us who live in this area to become part of something

Attachment A

larger. The human race cannot survive for long on this planet if we spread automobile-dependent suburbia across its surface. We must congregate in walkable urban nodes, with mass-transit connections, if we are to thrive as a species.

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

These changes will reduce urban sprawl by encouraging development within the city instead of at the suburban fringe. They will make efficient use of the major investment of light rail, incredibly reducing the denizens' dependence on automobiles. Renters who live in the area will have an expanded choice of housing. By creating new urban villages near this light rail station, development will be focused here, while letting the single-family areas further away remain unchanged. The proposed changes will improve the overall quality of life in Seattle and the region, for generations to come.

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

No public meetings have addressed these particular changes to the Future Land Use Map. The Seattle City Council, however, recently adopted Resolution 31368 urging Sound Transit to study a light rail station at Northeast 130th Street. The natural result of a light rail station would be a significant change in the surrounding land use.

#### **Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

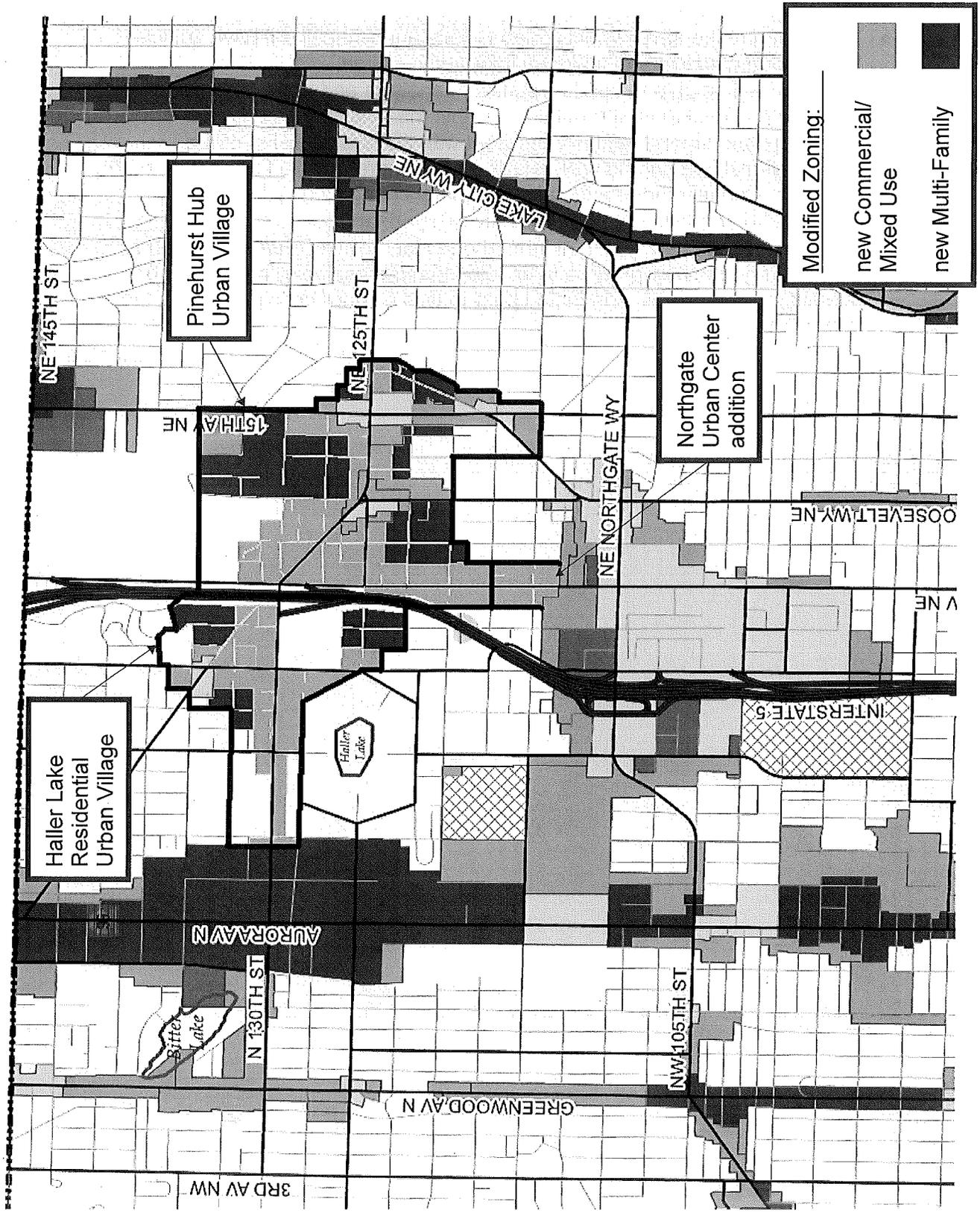
The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

- A. The amendment or policy is appropriate for the Comprehensive Plan because:
- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;
  - The amendment is not better addressed as a budgetary or programmatic decision;
  - The amendment is not better addressed through another planning process, such as neighborhood planning; or
  - The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.
- B. The amendment is legal - the amendment meets existing state and local laws.

Attachment A

C. It is practical to consider the amendment because:

- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;
- City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;
- The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;
- The amendment has not been recently rejected; and
- If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.



Pinehurst Hub  
Urban Village

Northgate  
Urban Center  
addition

Haller Lake  
Residential  
Urban Village

Modified Zoning:

- new Commercial/  
Mixed Use
- new Multi-Family

## COMPREHENSIVE PLAN AMENDMENT APPLICATION

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 15th** for consideration in the next annual review cycle. Any proposals received after May 15th will be considered in the review process for the following year.

(Please Print or Type)

Date: May 15, 2012

Applicant: Eastlake Community Council

Mailing Address: 117 E. Louisa St. #1

City: Seattle State: WA Zip: 98102-3278

E-mail: info@eastlakeseattle.org

Contact person (if not the applicant): Chris Leman

Mailing Address: 2370 Yale Avenue East

City: Seattle State: WA Zip: 98102-3310

Email: cleman@oo.net

Phone: (206) 322-5463

*Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary):* A popular pedestrian and bicycle commuting and recreation area that is between the Capitol Hill, North Broadway, Eastlake, and South Lake Union neighborhoods, and on the corridor between downtown and the University District.

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant Signature:



Date: May 15, 2012

## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. *Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.*

On the Seattle Urban Trails System map (Transportation Figure 1 in section 3.6 of the Comprehensive Plan), mark as "planned" the following: (1) the I-5 connector trail that from E. Aloha Street would go north on WSDOT right of way beneath and beside I-5, through I-5 Colonnade Park, emerge onto Harvard Avenue East and then onward to Interlaken Park; and (2) a sidewalk on the east side of Lakeview Blvd. connecting the E. Howe Street Stairs the E. Blaine Street stairs.

Explanation. Routes shown would form links that were destroyed by I-5, and thus would reestablish some of the bicycle and pedestrian path system created at the turn of the century by City Engineer and Seattle Mayor (1912-1914) George F. Cotterill along with members of the Queen City Good Roads Club. The links would join Colonnade and Interlaken Parks and provide a connecting trail to the Montlake neighborhood where existing trails lead towards the UW campus and the Arboretum.

2. *Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.*

The Comp Plan's Urban Trails map (Transportation Figure 1 in section 3.6 of the Comprehensive Plan), which the City Council updated earlier this year in the annual Comprehensive Plan amendment process by adding the planned "Lake to Bay" route, currently does not reflect the planned I-5 connector trail and a missing sidewalk between the Blaine and Howe St. stairs.

Not shown on the Urban Trails System map is the proposed I-5 connector trail that the Eastlake Community Council has developed. In its simplest form the project would use existing WSDOT service roads, open three gates that are now locked, and relocate fences so that they continue to keep people off the freeway lanes. For an additional moderate expense, one of the service roads would be asphalted, and ADA-compliant (slightly sloped) trail entries from E. Galer Street and E. Aloha Street would be added at the north and south ends of the new connector trail. The trail would continue north through Colonnade Park and, north of it, would continue on a combination of City and WSDOT right of way to Interlaken Park and beyond.

The Seattle Urban Trails System map currently shows as "planned" a walking route just north and just south of the missing sidewalk one-block site. However, at the site of the proposed one-block sidewalk on the east side of Lakeview Blvd. between the E. Blaine Street Stairs and the E. Howe Street Stairs, the map is occupied with two large dots oriented east-west that indicate past planning for the pathway and stairs under I-5 through Colonnade Park to connect this site to the Lake Union area. Those dots (which the City placed on the map many years ago as a result of a successful Comp Plan amendment proposed by the undersigned) are no longer needed because the planned trail and staircases were actually built as a part of the Colonnade Park project. Now

the east-west dots obscure the needed clear marking for a planned walkway on the east side of Lakeview Blvd. between the Blaine and Howe St. staircases.

Listing a planned sidewalk connecting the Blaine and Howe St. stairs on the east side of Lakeview Blvd. on the Seattle Urban Trails System map is wholly appropriate and badly needed. Known nationwide for their views and recreational value, Seattle's staircases are widely used not only for recreation but also for commuting. Two of the longest and most heavily used staircases, on the E. Blaine St. and E. Howe St. rights-of-way, are one block apart. These staircases connect Capitol Hill and the North Broadway neighborhoods with the Eastlake and South Lake Union neighborhoods. These stairs are heavily used, for example, for commuting between some of Seattle's densest residential areas and some of its major employment centers, and south along Lakeview Blvd. they connect to WSDOT's Lakeview/Melrose pathway south to downtown. They are also heavily used for recreational walking, connecting such amenities as Volunteer Park, Streissguth Gardens, the St. Marks Greenbelt, Colonnade Park, and Lake Union. Because the two staircases are just one block apart, they are also used as an exercise loop by many people who go up one staircase and down the other.

Unfortunately, at the foot of the Blaine and Howe St. staircases along the east (uphill) side of Lakeview Blvd, there is no walkway connecting them. Instead, the steep and eroding hillside forces pedestrians who wish to walk between them (or who wish to walk between the walkways on the east side of Lakeview Blvd. that continue north and south of this block) to go into the street amidst fast-moving traffic, some if from the I-5 off-ramp. Alternatively, pedestrians must make two crossings of this same dangerous traffic in order to reach the sidewalk on the west side of Lakeview Blvd. The current proposal is to specify on the Seattle Urban Trails System Map that a one-block sidewalk is planned on the east side of Lakeview Blvd.

3. *Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?*

An important step many years ago in obtaining WSDOT approval for the siting on its property of the I-5 Colonnade Open Space (also known as Colonnade Park), and in obtaining funds for the park, was a Comp Plan amendment that placed on the Urban Trails System map an east-west connection under I-5 at that location. Similarly, obtaining WSDOT approval of the use of its right of way for the I-5 connector trail, and obtaining funding from a number of resources, will be difficult the project is not recognized by the City as being planned. As in the past, at the very least it is important for the route to be recognized by amendment of the the Urban Trails System Map.

Adding to the Urban Trails System Map a planned one-block walkway on the east side of Lakeview Blvd. between the Blaine and Howe Street staircases is also particularly appropriate for the Comprehensive Plan because doing so does not attempt to specify to SDOT how it is to engineer such a walkway. Two distinct possibilities that SDOT has studied include cutting into the slope to install a retaining wall, or narrowing the traffic lanes and extending the curb further from the hillside to make room for the walkway on the existing paved surface. These are operational decisions; it is important only for the Comp Plan to recognize this one-block walkway as something that is needed and planned.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

The pedestrian and bicycle route proposed here to be included on the Comp Plan's Urban Trails System map is the geographic and population center of Seattle and is close to downtown, South Lake Union, Capitol Hill, Eastlake, and the University District. It would provide unmatched opportunities for recreationists and commuters to bicycle and walk, with great views of Lake Union, the Space Needle, and the Cascade and Olympic Mountains. It will also better link the areas of Capitol Hill, North Broadway, Eastlake, Montlake, and Lake Union, as well as downtown and the University District. It will make it easier for people to commute on foot between some of the City's largest residential and employment centers. It will enhance this area's already developing reputation as a good place to visit from other parts of Seattle, and from outside of Seattle. It will also solve dangerous bicycle and pedestrian situations, especially the many pedestrians who risk their lives going between the Blaine and Howe St. stairs by either walking along the east side of Lakeview Blvd. where there is no sidewalk, or crossing Lakeview Blvd. in the path of cars emerging from the I-5 off-ramp, in an effort to reach the sidewalk on the other side of Lakeview.

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

The 7.5 acre I-5 Colonnade Open Space is ranked by the Atlantic Cities web site as third among the world's best parks under a freeway. The City of Seattle operates it on WSDOT right-of-way between Newton and Garfield streets that was formerly fenced off and marked "no trespassing." The present amendment offers equal or greater potential to "make a silk purse out of sow's ear."

The City Council improved the Urban Trails System map with addition of the Lake to Bay route, but also needs to update the map as proposed in the present amendment. Doing so will greatly enhance the Comprehensive Plan's goals and policies of promoting safe and convenient pedestrian connections, as well as access to recreation and to jobs.

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

The large and increasing number of users of the Blaine and Howe St. staircases "vote with their feet" by walking between these staircases along Lakeview Blvd. (often dangerous in the traffic lanes). It clear they will acclaim and use the proposed walkway when it is built. Over the years, the proposed I-5 Connector Trail has been supported by the Eastlake Community Council, Eastlake Neighborhood Plan Stewardship Committee, Olmsted-Fairview Park Commission, Seattle Bicycle Advisory Board, and Feet First. A 166-signature petition states that "This four-block commute and recreational trail will connect our beautiful new park, and all of north Seattle, to downtown and South Lake Union, and will be greatly used by bicyclists, walkers, and joggers."

[SEE MAP ON NEXT PAGE]

Proposed Comprehensive Plan Amendment for the  
Seattle Urban Trails System Map  
May 2012

Potential connecting route  
from Colonnade to Interlaken  
Park and Boyer Ave. E. using  
Harvard Ave. E. and WSDOT  
right-of-way

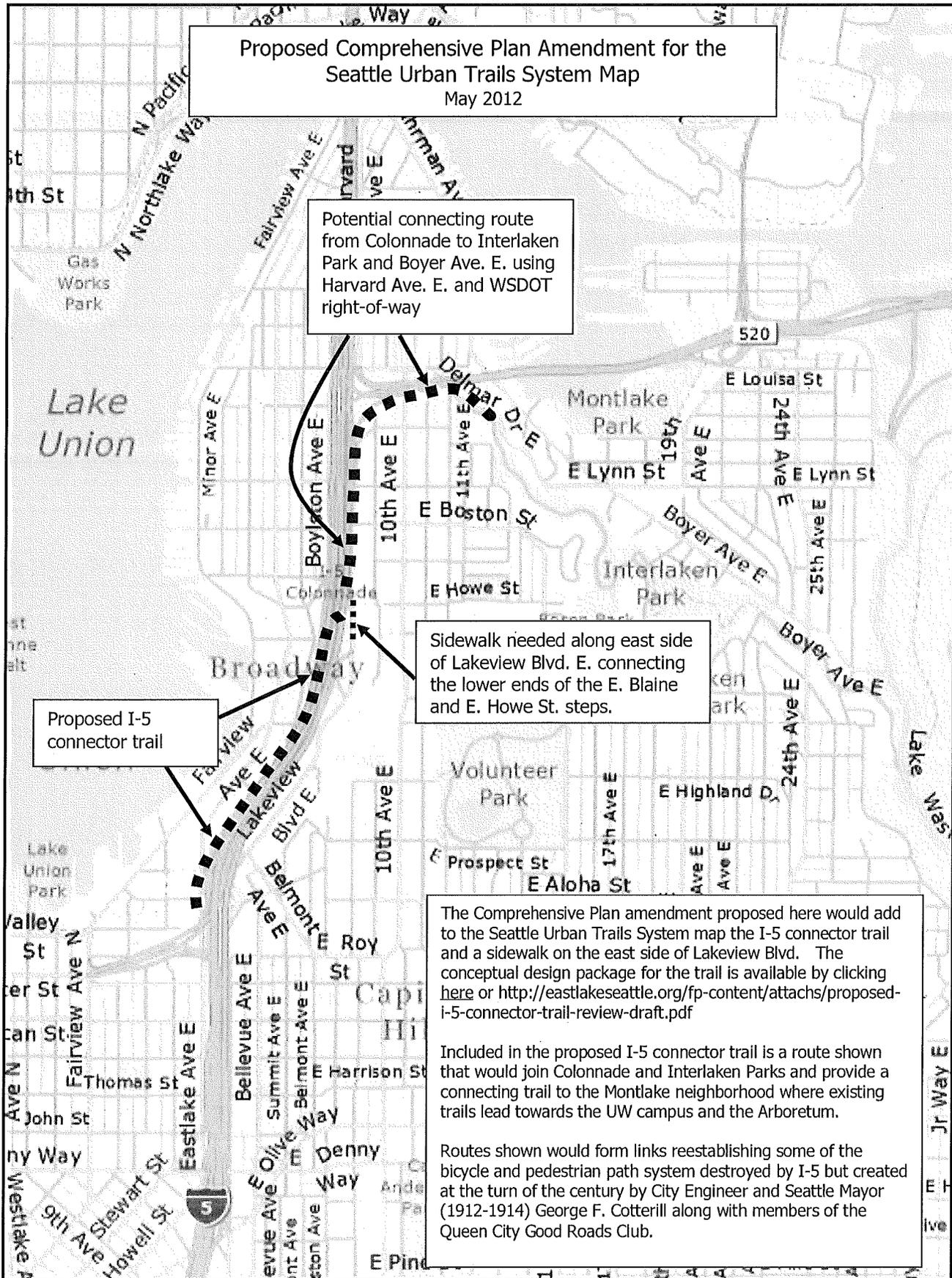
Sidewalk needed along east side  
of Lakeview Blvd. E. connecting  
the lower ends of the E. Blaine  
and E. Howe St. steps.

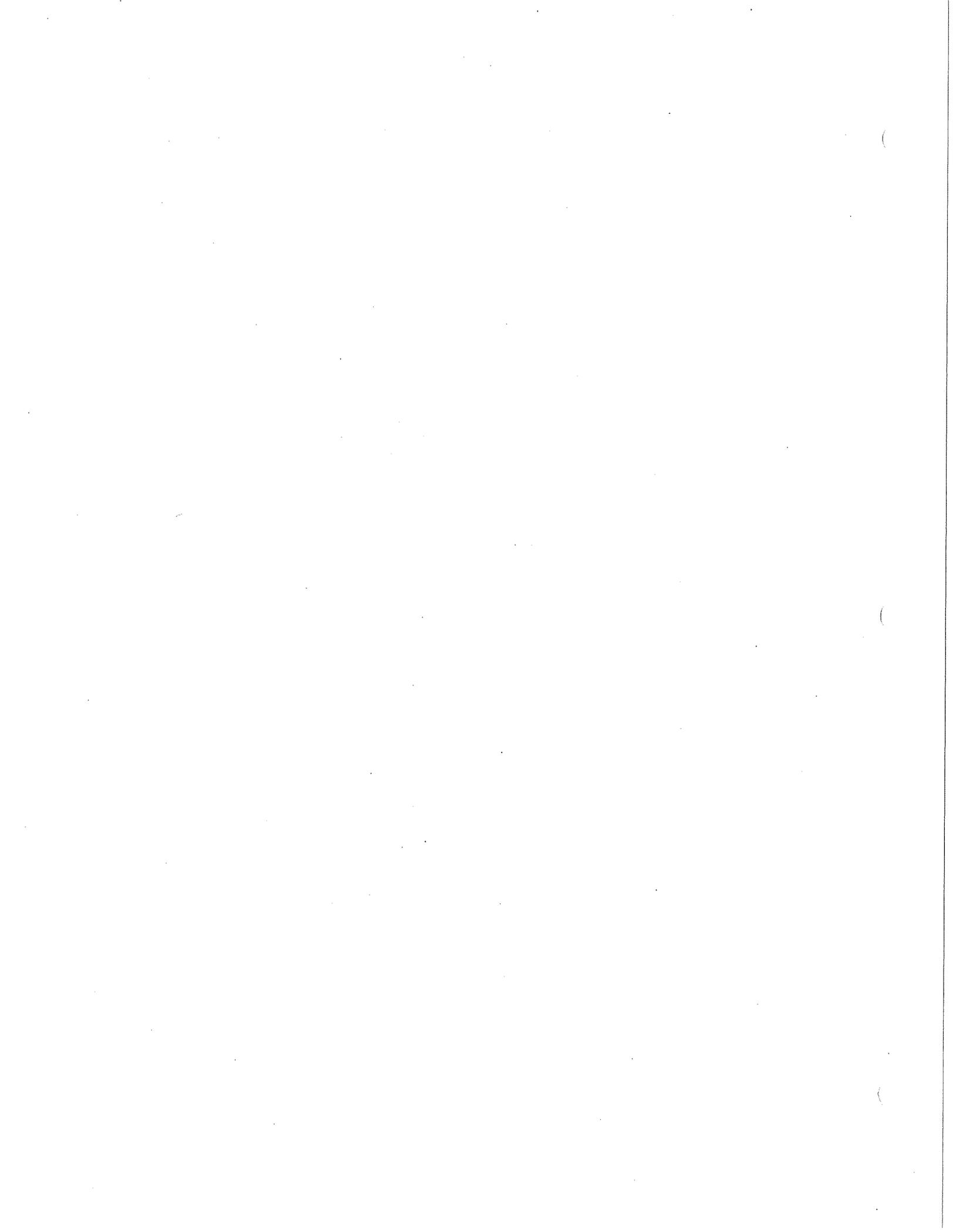
Proposed I-5  
connector trail

The Comprehensive Plan amendment proposed here would add to the Seattle Urban Trails System map the I-5 connector trail and a sidewalk on the east side of Lakeview Blvd. The conceptual design package for the trail is available by clicking [here](http://eastlakeseattle.org/fp-content/attachs/proposed-i-5-connector-trail-review-draft.pdf) or <http://eastlakeseattle.org/fp-content/attachs/proposed-i-5-connector-trail-review-draft.pdf>

Included in the proposed I-5 connector trail is a route shown that would join Colonnade and Interlaken Parks and provide a connecting trail to the Montlake neighborhood where existing trails lead towards the UW campus and the Arboretum.

Routes shown would form links reestablishing some of the bicycle and pedestrian path system destroyed by I-5 but created at the turn of the century by City Engineer and Seattle Mayor (1912-1914) George F. Cotterill along with members of the Queen City Good Roads Club.





**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2012-2013**

*Date:* May 15, 2012

*Applicant:* Chris Leman

*Mailing Address:* 2370 Yale Avenue East

*City:* Seattle      *State:* WA      *Zip:* 98102-3310      *Phone:* (206) 322-5463

*Email:* cleman@oo.net

*Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary):* Seattle as a whole.

*Applicant Signature:*

A handwritten signature in cursive script that reads "Chris Leman".

*Date:* 5/15/12

## **REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment**

1. *Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc.) you propose to amend.*

This amendment would create a new, twelfth, element, or an appendix, of the Comprehensive Plan. This new element or appendix would be entitled, "Open and Participatory Government." It would include goals, objectives, and policies covering government overall, including but not limited to the other elements of the Comprehensive Plan.

The purpose of any plan is to provide goals and a strategy and a system of steps to move in that direction. The Comprehensive Plan contains plans for Seattle's physical and cultural development, but it lacks any plan for Seattle's democratic development. Open government depends, of course, on obedience to laws on open public meetings and the disclosure of public records. But Seattle's government should not simply wait for the public to ask it for information or hope that they will pay attention to what it is doing; it should make it easy for the public to be informed and to participate.

Seattle should have a plan that enables the public to find out what government is doing. Its plan should ensure that decision processes are conducted in a way that maximizes the possibility of public input before decisions are made. Seattle should plan for proactively maximizing the quantity and quality of public access to its documents, meetings, and other activities. Following are best practices suggested for the new "Open and Participatory Government" element or appendix of Seattle's Comprehensive Plan. These suggestions are only illustrative. The Mayor and City Council are encouraged of course to select from these suggestions, but also to develop their own lists, for goals and policies that would be adopted in the new Open and Participatory Government element or appendix of the Comprehensive Plan.

### Mayor and executive branch

- The Mayor and executive branch shall lead in promoting open and participatory government
- Ensure that executive branch personnel feel free to respond to questions from the public and the press, without need for permission from superiors or political appointees
- Post on the City web site the schedule of the Mayor and key appointees
- Manage the "paper cuts" program in a way that does not deny paper posters, notices, and mailings from members of the public who otherwise would not receive a notice or announcement
- Ensure that public-private partnerships do not become a substitute for public planning

### City Council

- Involve the City Council at all stages in writing and approving the new "Open and Participatory Government" element of the Comprehensive Plan

- Publicize meetings of the City Council and its committees widely, well beyond what is minimally required by state law
- Well in advance of meetings of the Council and its committees, provide on the web site, as links to the agenda, those documents that will be discussed, including amendments likely to be offered
- Make it clear in publicity that “retreats” and similar gatherings are official public meetings. Preferably, avoid use of the word “retreat,” as it may make the public feel unwelcome.
- Legislative “retreats” that are public meetings under the Open Public Meetings Act will be held in City buildings within the City of Seattle, and will be audio and/or video recorded
- Audio record all executive (closed) sessions of the City Council, with independent legal review to ensure that the public was excluded only in compliance with the Open Public Meetings Act
- Without a declaration by the City Council that the matter justifies a departure from this practice, the Council will not take action (1) on the same day as a hearing, (2) soon after a committee recommendation, or (3) on a measure that has not been referred to a committee for its consideration
- Offer paper copies (at least for inspection purposes) at meetings of the Council and its committees so that members of the public have the full text of all proposals that are being discussed or acted on
- Accompany all legislation with a clear explanation of what is being proposed
- For each quarterly budget adjustment, do public outreach and hold at least one public meeting outside of business hours
- Assign open and participatory government as the mission of a committee that makes recommendations for legislation and for the City Council’s own practices
- Prohibit legislative staff from lobbying for legislation

#### City Attorney

- Work with the Mayor and City Council to release more of the legal advice that has been provided to them, in instances where there are no pending legal proceedings
- Issue public opinions on legal matters for public review, including on questions posed by the public (as is done by the state Attorney General)
- Advise the executive branch and City Council on proactive ways to be open and participatory that go beyond the minimal legal requirements of state law

#### Municipal Court

- Post all court-related documents (except those whose disclosure could unfairly affect a pending case) on web sites for free access by the public
- Expand the telecast and webcast of courtroom proceedings

#### Hearing Examiner

- Allow all filings to be made electronically

- Webcast all hearings

#### Advisory boards and commissions

- Provide on the City web site full information about all City boards and commissions, such as about their procedures and how their members are selected
- Widely publicize the meetings of City boards and commissions, and hold them in rooms large enough and at locations convenient for the public to attend
- Declare board and commission meetings to be public meetings, whether or not this is required under the Open Public Meetings Act (which applies only to advisory committees created by ordinance or charter)
- Make it clear in publicity that “retreats” and similar gatherings are official public meetings. Preferably, avoid use of the word “retreat,” as it may make the public feel unwelcome.
- Webcast the meetings of boards and commissions
- Adopt ethical standards for agencies and public officials regarding what is appropriate and inappropriate in their efforts to influence a decision by an advisory board or commission
- Allow each board or commission to select its own leadership, by-laws, procedures and agenda, subject to the following requirements:
- Operate by Robert's Rules of Order, but strive for consensus
- Circulate the draft agenda prior to each meeting and adopt it (with any revisions) at the beginning of the meeting
- Distribute the draft minutes some time prior to the meeting at which they will be approved, in order to allow time for board or commission members, and members of the public, to suggest revisions
- Those present who are not board or commission members should be provided a reasonable opportunity to comment at meetings. This opportunity should normally be at the outset of the meeting or agenda item, not after the board or commission has acted or at the end of the meeting. Alternatively, provide members of the public the informal opportunity to participate in discussion throughout the meeting.
- Quickly include on the web site the draft agenda, draft and final minutes, and other documents
- Decision documents being referred to during a meeting shall also be available, at least for inspection purposes, to members of the public who are in attendance, prior to any public comment period
- Where possible, materials relating to agenda items will be posted on the web site some days prior to the meeting in order to allow board and commission members, and the public, to read and consider them beforehand
- When decision documents are provided to committee members prior to the meeting, place them on the web site so that members of the public may review them beforehand

#### Seattle Channel

- Create a separate TV cable channel for arts programming, to restore hours on Channel 21 that were lost in recent years from the previous rebroadcast coverage of meetings of

the City Council and of City boards and commissions. Ensure that these rebroadcasts again occur during weeknight prime time and weekend daytime hours.

- Greatly increase the broadcast, rebroadcast, and webcast of meetings of City boards and commissions
- Provide closed captioning for City Council meetings

#### City web site(s)

- Include with proposed or adopted legislation, and in a timely way, all attachments that are referred to in the legislation
- For proposed or adopted legislation and in a timely way, post all drafts and proposed amendments and all attachments that are referred to in the legislation
- Keep web sites up to date (prompt posting of meeting announcements and of documents that are referred to at the meetings)
- Include on public web sites many documents that the public is likely to request, thereby reducing the burden on the public and on government of public records requests
- Allow access by the public to Seattle's "inweb" (internal web site). Withhold internet access to the "inweb" only for documents that are legally exempt under the Public Records Act. Provide access for the public to the many manuals and other documents that are on the inweb.
- Publish the Applied Program Interface (API) of the City web site, making it easier to move content to other web sites and applications
- Provide custom feeds such as RSS (Really Simple Syndication) that update a user on his or her preferred topics
- Facilitate social and interactive features
- Enable advanced search that goes beyond text matching (e.g. multidimensional search, searches for ranges of dates or other values, and searches based on complex and/or logical queries)
- Enable access by smart phones and other alternatives to the desktop computer

#### Public documents

- Archive all electronic documents for at least six years (the normal statute of limitations for felonies). Stop erasing most e-mails after 45 days.
- Do not assign to those who created a document the sole decision on deleting it; allow them to designate the documents they propose to delete, but have that decision made by someone without a potential conflict of interest
- Proactively provide paper copies (e.g. newsletters, posters) for those people who have limited or no access to a computer
- Preserve all public documents, including instant messages, text messages, voice mails, and social media postings
- Save documents in the original format, including metadata. If portable document format (PDF) is used, save from the digital version rather than by scanning, which loses the original formatting and greatly reduces the possibilities or search and analysis and eliminates the original document's metadata.

- Do not deliberately record over backup tapes or other backup media; use them as a backup for archival systems
- Digitize legislation and other documents that date from a period before electronic records existed. Electronic versions of most Seattle ordinances and resolutions are still unavailable.
- Create and maintain indexes to public documents, and post the indexes on the City web site
- Post on the City web site the documents that have been produced as a result of public requests; or at least, provide an index to these documents
- Provide documents freely; do not invoke the Public Records Act as a way to slow down or reduce the provision of documents
- Do not withhold documents just because legally they can be; decide this on a case by case basis
- Release the requested documents quickly; don't take the maximum allowable time
- Provide the requested documents in electronic form if that is what the requester wants

*2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.*

The Comprehensive Plan currently does not have an element or appendix devoted to Open and Participatory Government, nor indeed any real discussion of this subject. It also does not have any goals or policies that are broadly designed to make the many activities of City government transparent to its citizens, or to make it easy for them to participate directly in its decisions that affect them.

Planning for democracy is just as important as planning for physical or cultural development. The consequences of a failure to plan are as severe for the City's democratic development as for its physical or cultural development. Openness in government, and the opportunity for the public to participate directly in government decision-making, are important contributors to wise decisions. They are also essential means by which government earns the public's trust.

It is not uncommon for a local comprehensive plan to have an element or appendix regarding open and participatory government. For example, The City of Spokane's Comprehensive Plan (2012) has a 13-page chapter on "Leadership, Governance, and Citizenship."

*3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?*

While an amendment on this topic was excluded from the docket and thus not studied by the City Council in 2008, 2009, 2010, and 2011, this proposal is different in important respects. Also, specific legislative history strongly recommends that this proposal be considered in the 2012 amendment process. That is because Resolution 31049 (adopted by the City Council on April 16, 2008) committed the City Council to "develop a coordinated plan and policy on open and participatory government outside of the Comprehensive Plan." Although it is now

well over four years since the passage of Res. 31049, such a plan is not ready, even in draft, nor has the general public as yet been asked for its input on the plan, nor has a public meeting for that specific purpose been held.

Res. 31049 also stated that "The Council's review will include consideration of possible Comprehensive Plan policies for the 2009 Comprehensive Plan amendment cycle." However, the 2009 Comprehensive Plan amendment cycle included no such consideration of Comprehensive Plan policies regarding open and participatory government. In fairness to the process and commitments of the 2008 Res. 31049, it is essential that the present proposal for a new element or appendix to the Comprehensive Plan be considered in the 2012 amendment process.

A major reason for adopting these improvements within the Comprehensive Plan is precisely because, under state law, there are greater protections for due process and participation regarding the Comprehensive Plan than there are for a free-form "planning" process that, so far, has left as empty words the express commitment of Res. 31049 that the Council would develop a "coordinated plan and policy on open and participatory government outside of the Comprehensive Plan." The sad shortfall in observing the requirements of Res. 31039 demonstrates that planning for open and participatory government will not occur unless it is done within the framework of the Comprehensive Plan. It is now more than four years since the City Council's 2008 promise in Res. 31049 to do a plan for open and participatory government outside of the Comprehensive Plan. If the City Council does not proceed immediately to develop such a plan, it has no reasonable choice than to proceed with developing such a plan within the Comprehensive Plan.

*4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?*

Adoption of a new element or appendix on Open and Participatory Government will positively affect all areas of the City, and all issues that City government addresses. The new element or appendix, and the goals, objectives, and policies that are a part of it, will bring to government decisions the benefit of public input. Members of the public will feel that government wants to hear from them and has listened to their views. Government officials also will equally benefit from this renewed partnership. They will, themselves, have better access to documents, and they will also benefit from high-quality public input--which after all, is free.

*5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.*

There is not a viable alternative to this proposal. The current Comprehensive Plan is out of balance in that it lacks an element or appendix on Open and Participatory Government. The community vision statements, goals, objectives and policies of the Comprehensive Plan (and of the City Charter, ordinances, resolutions, regulations, and other plans and policies) cannot

be fully realized unless government has adopted a plan to operate openly and to allow and encourage the public to participate actively with it. The social science literature widely supports the finding that open government, and public participation in government decision-making, encourage better decisions, and earn higher trust from the public.

*6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.*

Yes, there is broad public support for establishing Open and Participatory Government as a new element or appendix of the Comprehensive Plan, along with adopting goals and policies to carry out this element or appendix.

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 15th** for consideration in the next annual review cycle. Any proposals received after May 15th will be considered in the review process for the following year.

(Please Print or Type)

*Date:* May 15, 2012

*Applicant:* Chris Leman

*Mailing Address:* 2370 Yale Avenue East

*City:* Seattle

*State:* WA    *Zip:* 98102-3310

*Phone:* (206) 322-5463

*E-mail:* cleman@oo.net

*Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary):* Throughout the city.

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

*Applicant Signature:*



*Date:* May 15, 2012

## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

Revise Policy N-3 of the Neighborhood Planning element by adding the underlined sentence:

N-3 Either community organizations or the City may initiate neighborhood plans with City support, to the extent provided in the City's annual budget. For those neighborhoods that wish to, the City is receptive to continuing the model of the 1990s under which it funds neighborhood organizations to the neighborhood planning process under City contract and according to City guidelines and oversight.

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

The neighborhood plans that were developed in the late 1990s were done by grassroots volunteers and their consultants under contract to the City, according to City guidelines (below called the "grassroots model"). This process achieved a remarkable degree of quality, cost-effectiveness and inclusiveness. Unfortunately, there is no explicit mention in the current Comprehensive Plan of the availability of this grassroots model. The proposed amendment is needed to correct this omission.

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

Although the grassroots model was most distinctive about the generation of neighborhood plans in the 1990s, and most fundamental to their success, the Comprehensive Plan is silent about this aspect. It is essential for the Comprehensive Plan to recognize the grassroots model; there is no other way to rectify this omission.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

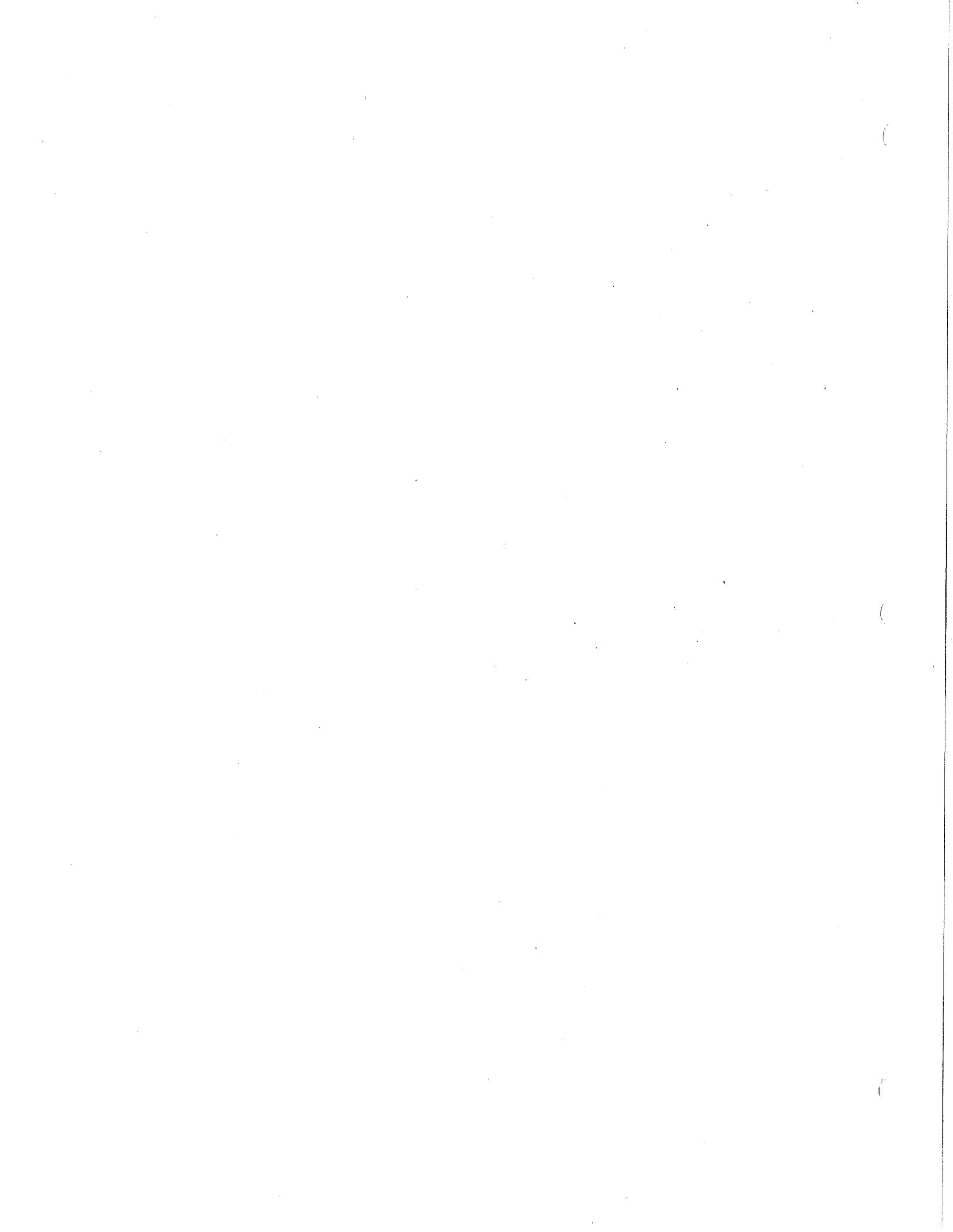
A benefit of this amendment will be to make it clear to the public that the City Council, Mayor, and executive branch are receptive to continuing the grassroots model, for those neighborhoods that wish to undertake it. As was the case with the recent generation of plans, any plans further conducted with the grassroots will be a major cost-savings to the City, and will have quality, detail, and responsiveness that are not possible if the same plan were conducted by City staff and consultants

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

This amendment is consistent with existing rhetoric in the Comprehensive Plan, but would establish with needed clarity a policy that is otherwise left unsaid. All of the evaluations that have been done of the recent neighborhood plans have found that the grassroots model was an important component in their success. These include the 2007 City Auditor performance audit and the book by Prof. Carmen Sirianni, xxxx

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

There is strong public support for this amendment, especially in that it does not require a neighborhood to undertake the grassroots approach, but empowers those who wish to do so. In various issuances, the City Neighborhood Council and the Seattle Community Council Federation have supported continuation of the grassroots model for neighborhood planning, for those neighborhoods that wish to undertake it.



**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 15th** for consideration in the next annual review cycle. Any proposals received after May 15th will be considered in the review process for the following year.

(Please Print or Type)

*Date:* May 15, 2012

*Applicant:* Chris Leman

*Mailing Address:* 2370 Yale Avenue East

*City:* Seattle

*State:* WA *Zip:* 98102-3310

*Phone:* (206) 322-5463

*E-mail:* cleman@oo.net

*Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary):* Urban centers

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

*Applicant Signature:*



*Date:* May 15, 2012

## **REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. *Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.*

For urban centers, adopt language identical to Policy DT-TP8, which currently applies only to the downtown urban center: "Discourage pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street level." To do so, a new policy would be adopted which would be located just after Transportation Policy 36. The new policy could also be repeated in the sections regarding specific urban centers, which in addition to downtown are First Hill/Capitol Hill, Uptown Queen Anne, University Community, Northgate, South Lake Union.

Explanation. The amendment would apply to all urban centers a policy that currently applies only to the downtown urban center, to discourage skybridges, aerial trams, and tunnels in order to maintain an active pedestrian environment at street level.

2. *Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.*

The Seattle Municipal Code [SMC 15.64] contains strong language discouraging skybridges throughout Seattle and requiring the City Council to reject skybridge petitions "unless it finds that the skybridge is in the public interest and no reasonable alternative to the skybridge exists." Unfortunately, the Comprehensive Plan discourages skybridges only in the downtown urban center (Policy DT-TP8) and in the Eastlake residential urban village (Policy EL-P8). Regarding other parts of Seattle, the Comprehensive Plan is entirely silent. The proposed amendment would apply to urban centers the exact language of Policy DT-TP8 which currently applies only to downtown.

The only two references to skybridges in the Comprehensive Plan are as follows:

Policy DT-TP8, which applies to the downtown urban center: "Discourage pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street level."

Policy EL-P8, which applies to the Eastlake residential urban village:  
"Pedestrian connections between buildings should occur at the street level. Avoid skybridges on public property and rights-of-way in Eastlake; when connections across such public land and rights-of-way are necessary, pursue below grade connections to buildings that do not detract from activity at the street level, the streetscape and public views."

The Comprehensive Plan needs language that discourages skybridges, aerial trams, and tunnels across public right-of-way more broadly across the City, and at the very least should (as proposed here) apply to the other urban centers the language that already applies to downtown.

3. *Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?*

With the adoption of policies DT-T8 and EL-P8 regarding the downtown urban center and the Eastlake residential urban village respectively, it was determined that skybridges are an appropriate topic for the Comprehensive Plan. However, for the Comprehensive Plan to give meaning to its goals and policies to maintain an active pedestrian environment at street level, similar language to DT-T8 should apply to all urban centers. As well, the Comprehensive Plan needs to reflect the Municipal Code's discouragement of skybridges. The Comprehensive Plan's current failure to address skybridges is a serious omission and there is no reasonable alternative to correcting it by adopting the proposed amendment.

4. *What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?*

If adopted, the new policy will benefit the pedestrian environment at street level by making it less likely in urban centers that skybridges, aerial tramways, and tunnels will be constructed across the street right of way. There will be significant benefits to pedestrian convenience and safety, and hence to economic activity and public health. The Comprehensive Plan's many references to promoting pedestrian convenience and safety will be given greater meaning, rather than appearing to be empty rhetoric.

5. *How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.*

Both generally and as they apply to specific urban centers, the goals and policies of the Comprehensive Plan contain hundreds of affirmations of the priority of the street-level pedestrian environment. But only the policies regarding the downtown urban center and the Eastlake residential urban village honor this rhetoric

specifically with policies discouraging skybridges. The amendment would make the Comprehensive Plan's policies more consistent with its rhetoric. It would also bring to the Comprehensive Plan the strong weight of enlightened urban design principles, which strongly discourage skybridges, aerial trams, and tunnels across street rights of way, and place a higher priority than the Comprehensive Plan yet does on maintaining a vital street-level pedestrian environment.

6. *Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.*

The absence of a policy discouraging skybridges in the other urban centers undoubtedly represents an oversight rather than deliberate policy, as that exact same language applying to the downtown urban center were adopted without controversy. Amending the Comprehensive Plan to adopt a policy discouraging skybridges in all urban centers has strong support, and should be adopted without delay.

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2012-2013**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May xx** for consideration in the next annual review cycle. Any proposals received after May xx will be considered in the review process for the following year.

Date: **xxxx, 2012**

Applicant: **City Neighborhood Council**

Mailing Address:

City:                      State:      Zip:                      Phone:

Email:

Contact person (in addition to the applicant):

Mailing Address:

Email:

City:                      State: WA      Zip:                      Phone:

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**The amendment would apply to Seattle as a whole and within it, to all urban villages and urban centers.**

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant                      **City Neighborhood Council**

Signature:

Date: **xxxx, 2012**

**REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

*Proposed amendment:* Adopt the following new policy in the Urban Village Element Section B. Distribution of Growth: Any changes in the housing and jobs targets for Seattle as a whole and for the individual urban villages and urban centers shall be adopted by ordinance as a part of the annual Comprehensive Plan Amendment cycle.

*Explanation:* Although housing and jobs targets citywide and for the urban villages and urban centers were adopted by ordinance in the 1994 Comprehensive Plan ordinance and by the ordinances adopting each neighborhood plan in the period 1998-2000, the Department of Planning and Development has since then been changing these jobs and housing targets administratively, without an ordinance and without the accompanying opportunities for public notice and involvement that went along with adoption of housing and jobs targets by ordinance. This Comprehensive Plan amendment would simply restore for changes in the citywide and neighborhood-level housing and jobs targets the Comprehensive Plan ordinance process by which these housing and jobs targets were originally adopted.

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

Because changes in the housing and jobs targets have not been by ordinance, the process has not been transparent and inclusive as it was when these housing and job targets were originally adopted by ordinance. Comprehensive Plan amendments are governed by State and City standards to ensure that the process is fair to all concerned. Housing and jobs targets are the foundation for significant changes in the environmental, physical, and cultural landscape of the city and its neighborhoods. As the original targets were adopted in the Comprehensive Plan by ordinance, changes in them should be made in an open and participatory way that can only be ensured by the annual ordinance amending the Comprehensive Plan.

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan

amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

The proposal simply restores to the Comprehensive Plan process the appropriate way that housing and jobs targets were handled when they were first adopted by the 1994 Comprehensive Plan ordinance and the ordinances adopting the individual neighborhood plans in the period 1998-2000. Changing the housing and jobs targets administratively has not been faithful to the open and participatory way that these targets adopted. The only solution is to make clear by this proposed Comprehensive Plan policy that any changes in the housing and jobs will be adopted by ordinance through the annual Comprehensive Plan amendment process.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

The proposed change would ensure that people who live or work in Seattle are informed and involved in any changes in the housing and jobs targets citywide and for urban villages and urban centers, as they were when these targets were originally adopted. The resulting greater participation will improve the housing and jobs targets and ensure that they have the support of the public, thereby making the City's approach to growth more sustainable.

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

The Seattle Comprehensive Plan includes many goals and policies designed to ensure that growth proceeds in a way respectful of the public's wishes, consistent with the necessary infrastructure, and in a way that enhances the quality of life. It is inconsistent with these goals and policies for the housing and jobs targets to be changed by an administrative process that lacks the public notice and involvement and the checks and balances that are ensured by the Comprehensive Plan amendment process.

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

The City Neighborhood Council (CNC), consisting of representatives of the city's 13 District Councils, authorized this amendment proposal at their xxx meeting on the recommendation of the CNC Neighborhood Planning Committee.

END

**Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

A. The amendment or policy is appropriate for the Comprehensive Plan because:

The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;

The amendment is not better addressed as a budgetary or programmatic decision;

The amendment is not better addressed through another planning process, such as neighborhood planning; or

The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.

B. The amendment is legal - the amendment meets existing state and local laws.

C. It is practical to consider the amendment because:

The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;

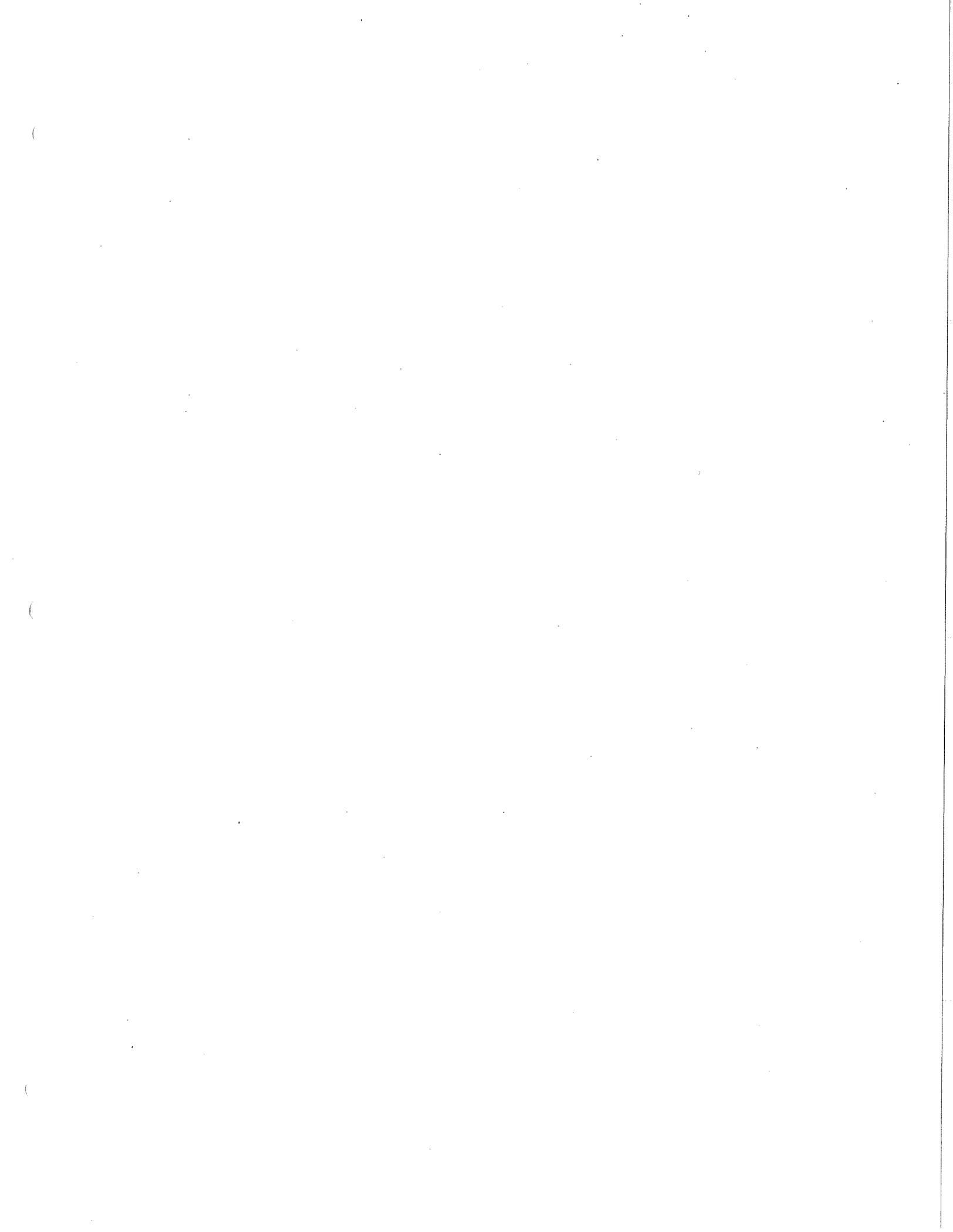
City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;

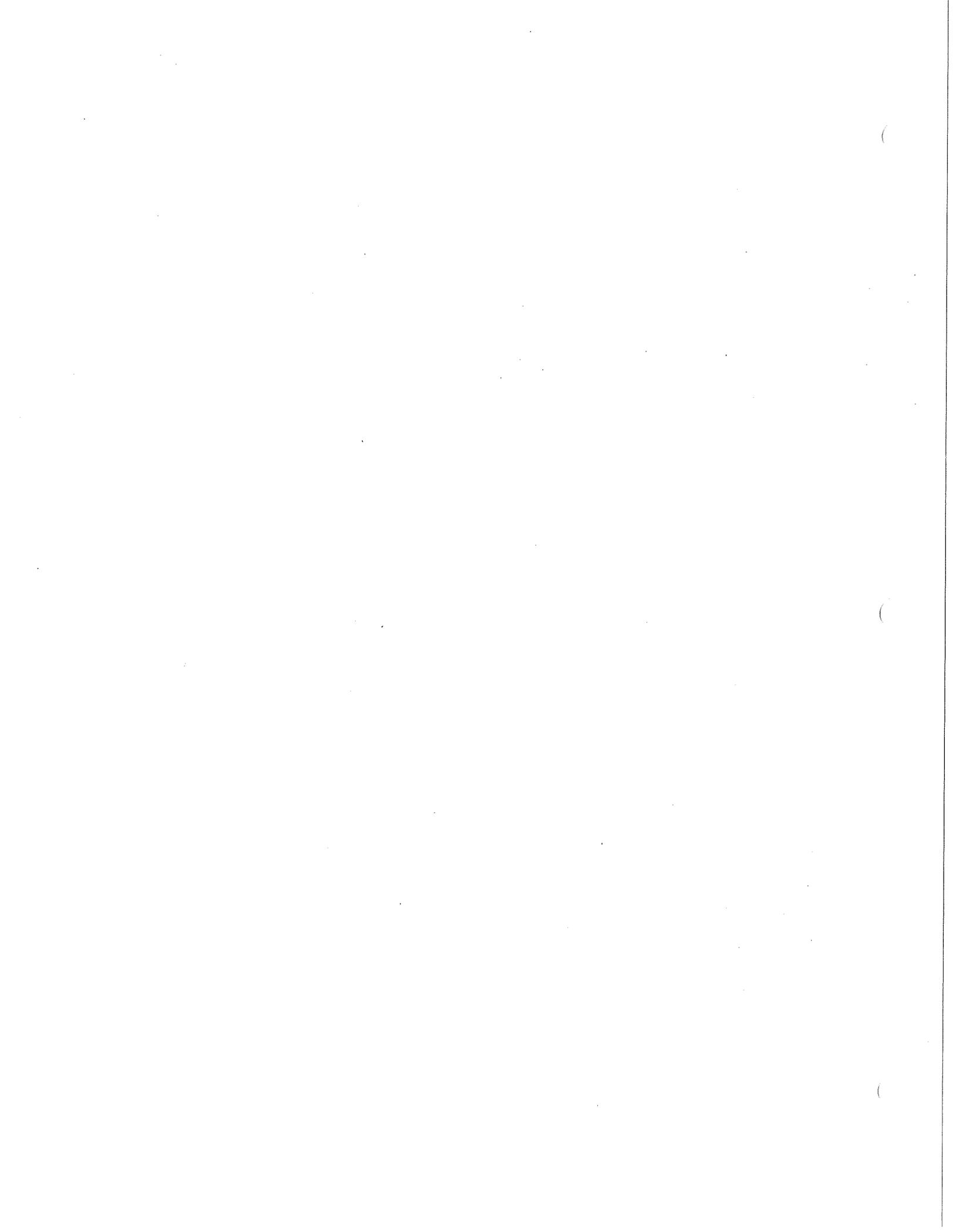
The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;

The amendment has not been recently rejected; and

If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

Attachment A







# City of Seattle

Department of Planning and Development

Diane M. Sugimura, Director

June 26, 2012

To: Councilmember Richard Conlin, Chair  
Planning, Land Use and Sustainability Committee

From: Diane M. Sugimura 

Subject: DPD Recommendations on the Comprehensive Plan Docketing Resolution

DPD staff have reviewed the suggestions submitted to the City Council as possible amendments to the City's Comprehensive Plan in this year's annual amendment cycle. We have comments for your consideration as the City Council reviews the submittals to determine which ones should receive further study.

Using the criteria the Council has adopted for identifying topics appropriate for inclusion in docketing for the annual amendment process, some of the submittals do not appear appropriate for inclusion. These include:

**# 5. Change the Name to Maritime/Industrial Centers:** The term "Manufacturing/Industrial Center" is used in other plans throughout the region, including the multicounty plan Vision 2040 and the King County Countywide Planning Policies. Under the Growth Management Act, the City's Plan needs to be consistent with these plans;

using a different term to identify Seattle's industrial areas could lead to confusion. We do, however, recognize the important role the maritime sector plays in Seattle's economy.

**# 6. Prohibit New Stadiums in Industrial Zones:** The Mayor and City Council are currently engaged in a separate process to review a specific proposal for an arena in the industrial area, within the Stadium Transition Area Overlay District. A decision from that process is likely to be made prior to final action on this annual Comp Plan amendment cycle. It would be more appropriate to consider this proposed amendment once the decision on the specific proposal has been reached, consistent with threshold criterion 1.e.: "The amendment is not better addressed through another process ..."

**#s 7, 8 and 9. Amend the FLUM for Three 15<sup>th</sup> W. Corridor Properties:** These proposals are similar to one another, and two of them appeared in last year's docketing discussion, although the land area covered by one of those has been expanded in this year's request. During last year's docket review, DPD noted that "While the submittals appear to meet the threshold criteria for continued consideration, the combined effect of removing this much land from industrial designation should be considered with caution, given the value that industrial uses provide the City and the importance that current policies place on maintaining industrial land for industrial uses." Since that time, DPD has commenced a study of the Elliott Ave/15<sup>th</sup> NW corridor in which



City of Seattle, Department of Planning and Development

700 Fifth Avenue, Suite 2000

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

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all of these proposals are located. That more inclusive study is a more appropriate vehicle for addressing land use designations than are these individual proposed map amendments.

**# 10. Proposed Pinehurst Urban Village:** While this proposal deals directly with the distribution of growth in the city and is therefore an appropriate topic for the Comprehensive Plan, analyzing the implications of this proposal would require resources well beyond those currently available and certainly could not be accomplished in time to deliver recommendations to the Council according to the annual amendment schedule. Furthermore, this proposal is premised on Sound Transit making a particular decision about siting a light rail station near NE 130<sup>th</sup> St. If Sound Transit does choose that location, there will be ample time between that decision and actual opening of the station to consider land use changes in this vicinity. We understand that to date there has not been any significant outreach to residents or business owners in the area, and a land use change of the scale suggested by the application would require an extensive public process to identify and consider the variety of issues it would raise.

**# 11. Amend the Urban Trail System Map:** As part of the major review of the Comp Plan that we are now conducting, DPD will be reviewing the purpose and role of Plan maps such as the Urban Trails Map. We are concerned that making incremental changes to this map at this time would prejudice that review.

**# 12. Open and Participatory Government Element:** City Council has repeatedly rejected this proposal. Therefore, consistent with Criterion 3.d., we recommend against further consideration.

**# 15. Changes to Housing and Jobs Targets:** From the description in the application for this suggestion, we believe that it is based on a misunderstanding of the growth targets in the Comp Plan. The application says "... the Department of Planning and Development has been changing these jobs and housing targets administratively, without an ordinance and without the accompanying opportunities for public notice and involvement..." That is not the case. The City Council first adopted growth targets with passage of the ordinance that put the initial Comprehensive Plan into place in 1994. With the major update of the Plan in 2004, the Council adopted new targets for the planning period that extends to 2024. Those are still the City's growth targets, and DPD has not changed them in any way.

Confusion may come from the fact that in 2009 the Growth Management Planning Council adopted new 2031 targets for all jurisdictions in King County as part of updating the Countywide Planning Policies. In analyzing the longer-term effects of actions, such as potential rezoning of South Lake Union, DPD has sometimes used those 2031 numbers as estimates of the scale of growth that could occur. In such cases, we are using these numbers as analytic tools, and not as adopted targets.

If you have questions about our recommendations on this phase of the annual amendments, please call Tom Hauger at 684-8380.



# City of Seattle

## Seattle Planning Commission

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June 20, 2012

Honorable Councilmember Richard Conlin, Chair  
Planning, Land Use and Sustainability Committee  
Seattle City Council  
PO Box 34025  
Seattle, WA 98124-4025

### RE: Docket Setting for Proposed 2012-2013 Comprehensive Plan Applications

Dear Councilmember Conlin,

The Seattle Planning Commission (SPC) is pleased to provide you with our comments and recommendations about the proposed Comprehensive Plan amendments that should be placed on the docket for further analysis; we have also outlined areas we suggest be considered as the review process moves forward. Our recommendations are based on our responsibility as stewards of the *Seattle Comprehensive Plan* and thorough application of Council adopted criteria, *Guidelines for Amendment Selection*<sup>1</sup>, that are included in Resolution 30976.

### Seattle's Comprehensive Plan – Purpose

Seattle's Comprehensive Plan (Comp Plan) provides the vision for a vibrant economy and livable neighborhoods as Seattle welcomes new residents and jobs. The Comp Plan does this by directing most new growth to places designated as urban centers or urban villages. It includes policies that describe how the City intends to provide the necessary transportation and other infrastructure to support new jobs and housing.

### Updating the Comprehensive Plan - New Challenges, New Opportunities

In addition to this annual amendment process, the City is engaged in a major update of the Comp Plan as mandated by Washington state law. This update provides an opportunity for the community to revisit and realign framework goals and policies to meet new and significant challenges facing Seattle.

The Commission has been working to identify big challenges and issues that should be addressed in the update process:

- The anticipated arrival of 75,000 new households and 115,000 new jobs to the city in the next 20 years is an opportunity to enhance neighborhoods and to improve the safety and vitality of the community.
- Seattle needs significant investments in basic service infrastructure, civic institutions and public realm. These investments must align with future growth.
- Seattle must prepare for climate change and reduce greenhouse gas emissions.
- As demographics and economic circumstances change, the City needs to continue to focus on providing housing that is affordable to a range of ages, incomes, and household sizes.

In addition we believe that, through the update process, the Comp Plan can be made more accessible and transparent by doing the following:

- Make the linkages between the Comp Plan and implementing plans and regulations easier to understand and navigate.
- Resolve conflicts between existing goals and policies and simplify numeric goals.
- Streamline the document, eliminate redundancies, and move to a web-based format.

This update does have some implications with regard to the annual amendment cycle because the City may change and alter the overall approach to the Comprehensive Plan. We have kept this in mind in the 2012/2013 amendment cycle docket setting as reflected in our recommendations and comments below.

## **RECOMMENDATIONS ON PROPOSED AMENDMENTS**

1. Department of Planning and Development (DPD) proposes specific amendments to the Broadview - Bitter Lake – Haller Lake and Rainier Beach neighborhood plans and placeholders for future policies related to climate action, urban design and healthy food.

### **Commission Recommendation & Comments: INCLUDE in 2012/2013 amendment docket**

SPC recommends separating the five different topics into discrete amendments:

- (1) goals and policies related to the Climate Action Plan update,
- (2) a new Urban Design Element,
- (3) goals and policies related to healthy food,
- (4) Broadview-Bitter Lake-Haller Lake Neighborhood Plan update, and
- (5) Rainier Beach Neighborhood Plan update.

We also recommend considering how these five separate amendments fit into the major update to the Comprehensive Plan and its related functional plans.

2. Seattle Planning Commission (SPC) proposes a placeholder for policies to guide implementation of the transit communities framework.

**Commission Recommendation & Comments: INCLUDE in 2012/2013 amendment docket**

The Commission released its report *Seattle Transit Communities – Integrating Neighborhoods with Transit* in November 2010. Since that time, the Commission has been strongly encouraged by City officials, stakeholders, and civic organizations to advance the concepts, ideas, and actions outlined in the report. This Comprehensive Plan amendment is the first step toward achieving a Citywide Transit Communities Policy/Strategy.

The Comprehensive Plan currently has numerous goals and policies that generally relate to transit communities including the Urban Village Strategy, which is “Seattle’s strategy for accommodating future growth and creating a sustainable city...” The proposed Transit Communities policy will refine the strategy to more explicitly address how to leverage investments in transit by aligning land use strategies and policies and directing public investments toward implementing the essential components of livability.

Line in/line out changes are pending and will be made available to City Council and DPD as soon as possible. In addition, a robust public education and engagement process is planned throughout the summer/ early fall to introduce the concepts of the Transit Community policy as well as engage a diverse group of voices in the details of the policy.

3. The Port of Seattle proposes the addition of a discussion section to the Container Port Element.

**Commission Recommendation & Comments: INCLUDE in 2012/2013 amendment docket**

This proposal is consistent with the Criteria for Comprehensive Plan Amendment Selection as outlined in Resolution 30976 adopted by Council on May 14, 2007. More detailed analysis will provide clarity about the appropriateness of the proposed additions.

4. The Lake Union Association proposes several amendments to the Economic Development Element to support the recreational boating industry.

**Commission Recommendation & Comments: DO NOT INCLUDE in 2012/2013 amendment docket**

While the Commission recognizes the value of the recreational boating industry in Seattle’s economy, we would prefer that the proposed amendment be considered within the scope of the major update to the Plan (criteria 1.e.). As the applicant notes, this industry draws tourists to Seattle, as well as provides recreational and employment opportunities for people who live here. The Commission suggests that the proposed amendment be given more broad consideration as the major update to the Plan proceeds.

5. The North Seattle Industrial Association proposes to change the name of all Manufacturing / Industrial Centers to "Maritime / Industrial Centers."

**Commission Recommendation & Comments: DO NOT INCLUDE in 2012/2013 amendment docket**

The proposed amendment would make Seattle's Comprehensive Plan inconsistent with the regional designation of Manufacturing /Industrial Centers (MICs), which would make the Plan inconsistent RCW 36.70A.100 that calls for plans to be coordinated and consistent (criteria 1.a.). Seattle's MICs were designated through the 1995 update to Vision 2020, and were reaffirmed through the adoption of VISION 2040; not all MICs identified in this plan support maritime industries. Any proposed change to the name of these regionally designated centers would have to be made at the regional level.

Additionally, the proposed amendment is not consistent with Countywide Planning Policies (criteria 1.b.), which also identifies specific goals and policies for Manufacturing/Industrial Centers.

6. The International Longshore and ILWU proposes an amendment and several regulatory changes to prohibit new stadiums in industrial zones that would interfere with adjacent industrial uses.

**Commission Recommendation & Comments: INCLUDE in 2012/2013 amendment docket**

This proposal is consistent with the Criteria for Comprehensive Plan Amendment Selection as outlined in Resolution 30976 adopted by Council on May 14, 2007.

7. Port 106, LLC proposes to amend the FLUM for property addressed as 1600 W. Armory Way in Interbay to remove the area from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.
8. MoxBay LLC proposes to amend the FLUM to remove an area northwest of the intersection of 15th Avenue West and W. Bertona Street in Interbay from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.
9. Ballard II, LLC proposes to amend the FLUM for an area east of 15th Avenue West between NW 51st Street and NW 48th Street to remove the area from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.

**Commission Recommendation & Comments: DO NOT INCLUDE in 2012/2013 amendment docket**

Proposed amendments 7 and 9 were considered last year. In our recommendations submitted to Council on January 24, 2012 we concurred with DPD that the proposed amendments should be considered as part of a broader analysis of the 15<sup>th</sup> Avenue Corridor study. We hold that this planning work, underway with DPD and SDOT, is the appropriate process to consider these proposed amendments (criteria 1.e). We recognize that the amendment proponents are frustrated by the slower than anticipated start and progress to date in this planning effort. The City should obtain the necessary resources in order to review these proposals in the appropriate context.

The Commission notes that the proposed amendments would require a change to the Manufacturing/Industrial Center boundary in addition to the FLUM change described within the application. Changing a MIC calls for a higher level of vetting and stakeholder and community engagement than has taken place to date, which is another reason why these proposals should be considered during the 15<sup>th</sup> Avenue Corridor study (criteria 4).

10. Mr. Knoke propose to add a Pinehurst Urban Village, and he proposes to amend the boundaries of the Northgate Urban Center and Broadview / Bitter Lake / Haller Lake urban village to capitalize on the potential for a light rail station at NE 130th Street.

**Commission Recommendation & Comments: DO NOT INCLUDE in the 2012/2013 amendment docket**

The proposed amendment, while intriguing, would be better addressed through another process, particularly the major update to the Comprehensive Plan (criteria 1.e.). Designation of two new urban villages and changes to the FLUM of this magnitude would require a more significant planning process as rezones from single-family to other designations typically must initially be identified in a neighborhood plan (criteria 4). The Commission does recognize the importance of coordinating land uses with transit investments and encourages the City to continue coordination with Sound Transit in selecting the location of the light rail station. We also recognize that an urban village designation could influence the siting of the light rail station because it would demonstrate that the area would be a designated growth area to support the light rail transit investment.

Additionally, the proposed amendment does not meet criteria 3.a. or 3.b. The timing of the amendment is such that City staff would not have adequate time to analyze and develop an appropriately detailed plan, rezone analyses, Land Use Code changes, or public review and participation process. City Council would not have sufficient information to make an informed decision about the proposed amendment by early 2013 given the significant FLUM changes proposed.

11. The Eastlake Community Council proposes to amend the Urban Trails System Figure to include a proposed I-5 connector between SR 520 and the Mercer off-ramps in the Eastlake neighborhood.

**Commission Recommendation & Comments: DO NOT INCLUDE in 2012/2013 amendment docket**

The proposed amendment would be better addressed through another process, particularly the update to the Bicycle Master Plan, which is currently underway (criteria 1.e.). Furthermore, the Commission reiterates the concern, as noted in our Recommendations for the 2011-2012 Comprehensive Plan Amendments, that “the Urban Trails System Map is no longer relevant nor useful as a component of the Comp Plan. Our analysis revealed that “urban trail” is not defined anywhere in the Comprehensive Plan. Additionally, the map is obsolete and wrought with inconsistencies; it also fails to provide any kind of policy or capital investment planning direction.” While we recognize that the Urban Trails System was updated in Ordinance 123854 we hold that functional implementation plans, such as the Bicycle and Pedestrian master plans, are the appropriate documents to address these issues, particularly for identifying specific trail connections or segments of missing sidewalks, which cannot be adequately identified on small-scale maps such as Transportation Figure 1.1.

12. Mr. Leman proposes that the Comprehensive Plan include an open and participatory government element or appendix.

**Commission Recommendation & Comments: DO NOT INCLUDE in 2012/2013 amendment docket**

This is the fifth consecutive year in which the proponent has proposed a new “Open and Participatory Government” element or appendix. While the applications are not identical, they are essentially the same and have not been included on the docket in recent years (criteria 3.d.). The Commission reiterates that the proposed amendment includes policies outside the scope of the Comprehensive Plan as defined by the Growth Mangement Act (criteria 1.a.).

13. Mr. Leman proposes to amend a policy in the neighborhood planning elements as follows:  
N-3 Either community organizations or the City may initiate neighborhood plans with City support, to the extent provided in the City's annual budget. For those neighborhoods that wish to, the City is receptive to continuing the model of the 1990s under which it funds neighborhood organizations to the neighborhood planning process under City contract and according to City guidelines and oversight.

**Commission Recommendation & Comments: DO NOT INCLUDE in 2012/2013 amendment docket**

The proposed amendment would be better addressed as a budgetary decision (criteria 1.d). It might also be appropriate to consider within the broader context of the major update of the Comprehensive Plan currently underway (criteria 1.e). In recent years the City has taken a broader approach to neighborhood planning which focuses on considering a suite of planning tools (i.e. station area planning, urban design frameworks); the major update will be a great opportunity to clarify the types of planning efforts and appropriate funding sources for planning efforts, including neighborhood planning.

14. Mr. Leman proposes to establish policy DT-TP 8, which “[d]iscourage[s] pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street level,” as applicable to all other urban centers.

**Commission Recommendation & Comments: DO NOT INCLUDE in 2012/2013 amendment docket**

The proposed amendment would take a policy that explicitly applies to the Downtown Urban Center and create a new policy in the Transportation Element that would apply citywide; this sort of change would be better addressed through a different process on a neighborhood scale (criteria 1.e.). The Commission notes that the University of Washington station in the University District Urban Center will include a pedestrian bridge over Montlake Boulevard and that there has long been an interest in creating a pedestrian bridge over I-5 at the Northgate station that would connect to North Seattle Community College. These examples illustrate the need for making context-specific, comprehensive policy decisions based on design, safety, impact to the pedestrian character, and a whole host of considerations (criteria 4). In addition, as noted by the applicant, skybridges are currently subject to the permitting process of SMC 15.64 and reviewed by the Seattle Design Commission.

15. The City Neighborhood Council proposes: “Any changes in the housing and jobs targets for Seattle as a whole and for the individual urban villages and urban centers shall be adopted by ordinance as part of the annual Comprehensive Plan Amendment cycle.”

**Commission Recommendation & Comments: DO NOT INCLUDE in 2012/2013 amendment docket**

The text of this amendment indicates that DPD has “been changing these jobs and housing targets administratively, without an ordinance...” This is incorrect; all changes to growth targets have been adopted by ordinances amending the Plan. Perhaps as part of the major update, the process for adopting planning estimates can be more clearly explained (criteria 1.e). However, the major update is likely to refer to “planning estimates” rather than “growth targets”, the latter tends to frame growth as something to be accepted or tolerated rather than celebrated and embraced. It seems imprudent to adopt an amendment based on a false assumption that reinforces a negative perspective on growth.

Thank you for the opportunity to provide you with our recommendations regarding the Threshold Resolution. We look forward to providing you with assistance as the 2012/2013 Comprehensive Plan amendment process moves forward. Please contact me or our Director, Barbara Wilson at (206) 684-0431 if you have further questions.

Sincerely,



David Cutler, Vice Chair\*  
Seattle Planning Commission

*\* SPC Chair Miller is currently on an official Leave of Absence from the Commission so as stipulated by SPC bylaws, the Vice Chair assumes all duties of the Chair including signatory of official SPC letters and position papers.*

cc: Mayor Mike McGinn  
Seattle City Councilmembers  
Daryl Smith, Ethan Raup, Julie McCoy, David Hiller, Rebecca Deehr, Mayor's Office  
Rebecca Herzfeld, Peter Harris, Council Central Staff  
Diane Sugimura, Marshall Foster, Tom Hauger, Patrice Carrol, DPD  
Peter Hahn, Tracy Krawczyk, SDOT  
Rick Hooper, Office of Housing  
Bernie Matsuno, Department of Neighborhoods

**SEATTLE PLANNING COMMISSION RECORD OF DISCLOSURE & RECUSAL:**

- Commissioner Kadie Bell disclosed that her firm, Griffin, Hill & Associates, LLC, is working on urban design in the Broadview-Bitter Lake-Haller Lake neighborhood.
- Commissioner Catherine Benotto disclosed that her firm, Weber Thompson, designs projects and advises clients on development projects throughout the City that could be affected by proposed Comp Plan changes.
- Commissioner Luis Borrero disclosed that his firm, DRiVE, advises clients and projects that could be affected by the proposed changes in the Comprehensive Plan.
- Commissioner Josh Brower disclosed that his firm, Veris Law Group PLLC, represents single and multi family developers throughout the city of Seattle and industrial businesses in the Ballard-Interbay-Northend Manufacturing/Industrial Center. In addition, Commissioner Brower recused himself from all discussion regarding proposed amendment #5.
- Commissioner David Cutler disclosed that his firm, GGLO, designs projects and advises clients that may be impacted by amendments to the Comprehensive Plan.
- Commissioner Colie Hough Beck disclosed that her firm, HBB, works on commercial, multifamily, and public infrastructure projects throughout the city and that the City of Seattle and Port of Seattle are both clients. She abstained from discussion for proposed amendments #1 and #3.
- Commissioner Mark Johnson disclosed that his firm, ESA, has the Port of Seattle and Sound Transit as clients who could be affected by some of the proposed amendments.
- Commissioner Bradley Khouri disclosed that his firm, b9 Architects, designs projects in the city of Seattle that could be affected by proposed changes in the Comprehensive Plan.
- Commissioner Jeanne Krikawa disclosed that her firm, The Underhill Company, is on a consultant for team for a Sound Transit project. She recused herself from discussion about proposed amendment #10.
- Commissioner Amalia Leighton disclosed that her firm, SvR Design, is working on a project in the Broadview-Bitter Lake-Haller Lake neighborhood.
- Commissioner Chris Persons disclosed that his firm, Capitol Hill Housing, develops affordable housing throughout the City and could be affected by the proposed changes in the Comprehensive Plan.
- Commissioner Matt Roewe disclosed that his firm, Via Architecture, works on municipal planning and private development that could be affected by the proposed changes in the Comprehensive Plan. He also abstained from the discussion of proposed amendment #1 dealing with Rainier Beach.
- Commissioner Morgan Shook disclosed that his firm, BERK, works on municipal planning and private development that could be affected by the proposed changes in the Comprehensive Plan.
- Commissioner Sarah Snider disclosed that her firm, LMN, does urban design and various types of architectural projects in the Seattle metropolitan area that could be affected by these amendments and is currently completing work for the Ballard Blocks LLC. She recused herself from the discussion related to proposed amendment #9.

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### **Guidelines for Amendment Selection**

The City Council considers a variety of factors in determining whether a proposed Comprehensive Plan amendment will be placed on the amendment docket for a given year. Among those factors are the following:

1. The amendment is appropriate for the Comprehensive Plan:
  - a. The amendment is consistent with the role of the Comprehensive Plan under the State Growth Management Act;
  - b. The amendment is consistent with the Countywide Planning Policies;
  - c. The intent of the amendment cannot be accomplished by a change in regulations only;
  - d. The amendment is not better addressed as a budgetary or programmatic decision; or
  - e. The amendment is not better address through another process, such as neighborhood planning.
2. The amendment is legal – the amendment meets existing state and local laws.
3. It is practical to consider the amendment:
  - a. The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision.
  - b. Within the time available City staff will be able to develop the text for the amendments to the Comprehensive Plan and, if necessary, the Municipal Code, and conduct sufficient analysis and public review.
  - c. The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy.
  - d. The amendment has not been recently rejected by the City Council.
4. There has been a neighborhood review process to develop any proposed change to a neighborhood plan, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.