

City of Seattle
COMPREHENSIVE PLAN AMENDMENT APPLICATION

Use this application to propose an amendment to the goals, 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 (sent electronically to: compplan@seattle.gov) 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)*

Applicant: Deb Barker

Date: May 15, 2020

Email: djb124@earthlink.net

Street Address: 6043 48th Avenue SW

City: Seattle State: WA Zip: 98136

Phone: 206-940-2255

Contact person (if not the applicant):

Email:

Street Address:

City:

State:

Zip:

Phone:

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

All portions Seattle City Council District 1 and those portions of Seattle City Council District 2 west of Intersta

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: Deb Barker

Date: May 15, 2020

REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions. Attach any additional sheets, supporting maps or graphics. If you use separate sheets to provide your answers, then answer each question 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.

P L E A S E S E E A T T A C H E D S H E E T S .

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.), maps, goals and/or policies 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 you anticipate that the proposed Comprehensive Plan amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) that would need to be changed. 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(s) proposed to be changed. List the address(es) for each property, the current land use category as shown on the Future Land Use Map and the proposed new land use category for each property in the area to be changed. Identify your relationship to the owner(s) of the property. Describe how the change is consistent with Policy LU1.5, which states "Require Future Land Use Map amendments only when needed to achieve a significant change to the intended function of a large area."

2. For amendments to goals and policies only: Describe how the issue is currently addressed in the Comprehensive Plan. Why is a change needed?

3. Describe why the proposed change meets each of the criteria established in [Resolution 31807](#) which sets criteria for Council to consider an amendment to the Comprehensive Plan.

4. What other options are there for meeting the goal or objectives of the amendment? Why is a Comprehensive Plan amendment needed to meet the goals or objectives?

5. What do you anticipate will be the impacts of the proposed amendment, including impacts to the geographic area affected? Why will the proposed amendment result in a net

benefit to the community? Please include any data, research, or analysis that supports the proposed amendments.

6. How does the proposed amendment support the existing goals and policies of the Comprehensive Plan? If the proposal would change existing goals and policies or add new goals and policies to the Comprehensive Plan, describe how the proposed amendment is consistent with the Washington State Growth Management Act (<http://apps.leg.wa.gov/rcw/default.aspx?cite=36.70A>), the Puget Sound Regional Council's Vision 2040 (<http://www.psrc.org/growth/vision2040/>), and the King County Countywide Planning Policies (<http://www.kingcounty.gov/depts/executive/performance-strategy-budget/regional-planning/CPPs.aspx>).

7. Is there public support for this proposed amendment? If the amendment would change the Future Land Use Map or a Neighborhood Plan, please list any meetings that you have held or other communication you have had with the community about the amendment. If the amendment would have a citywide impact, please list any organizations that you have discussed the amendment with. *Notes: Please attach any letters of support for the amendment or other documentation of community support or concerns. The City will provide public notice and opportunity for public comment, and environmental review for all applications. As it reviews docketed amendment proposals, the City may request additional community engagement by applicants on an as needed basis.*

8. Has the proposed amendment been considered before by the Council? If so, when was it considered and what was the outcome? If the amendment has been previously rejected, please explain either:

- How the proposal has changed since it was last rejected, or
- Changed circumstances since the proposal was last considered that support reconsideration of the proposal.

Submit the application electronically via email at compplan@seattle.gov

Questions?

Eric.McConaghy@seattle.gov

(206) 615-1071

PLEASE SEE ATTACHED SHEETS.

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.), maps, goals and/or policies you propose to amend.

Reply: I am requesting a Comprehensive Plan Amendment to address the City's transportation crisis resulting from the emergency closure of the West Seattle High Bridge. The high bridge is a key part of the West Seattle Bridge Transportation Corridor (WSBTC), which under the 'business as usual' policies in place is Seattle's busiest arterial roadway outside of I-5, and the main route into and out of the West Seattle peninsula. The high bridge carries 100,000-110,000 vehicles per day, while the low bridge carries 10,000 to 14,000 per day, and is the Peninsula's sole access to Harbor Island and Terminal-5 activities. The WSBTC also carries 17,000 transit riders a day, plus ferry traffic from Vashon Island & Kitsap County.

The unplanned March 23, 2020 closure of the West Seattle High Bridge has and will continue to create uncharted neighborhood and transportation related impacts to City Council District 1 and City Council District 2 between Puget Sound and Interstate 5. (Puget Sound is the western edge of City Council District 1 while I-5 is the western edge of City Council District 2). As of the May 15, 2020 date of this Comprehensive Plan Amendment request, the West Seattle High Bridge closure is estimated to last between two and ten years, depending on the feasibility of bridge repair and/or replacement. The low bridge is open only to transit, freight, and emergency responders. All other vehicular traffic is being routed away from the WSBTC corridor to the 1st Avenue South Bridge or the South Park Bridge via existing corridors that course through business and residential communities. Seattle Department of Transportation (SDOT) has a plan in place to protect the low bridge should the high bridge fail and collapse onto the low bridge below it.

What constitutes 'Normal Life' for anyone using the WSBTC has significantly changed for an unknown period of time, and it will not return until the WSBTC is reopened to traffic as it was on March 22, 2020. Although the West Seattle High Bridge emergency closure came in the middle of a world-wide COVID-19 pandemic, once the Washington state 'Stay Home-Stay Safe' orders are lifted, thousands of businesses, residents, property owners, freight haulers, commuters, students, emergency responders, etc. will be adversely impacted for a very long time.

Given this emergency, it is incumbent on the City to amend its transportation policies to assist in mitigating the crisis. The Comprehensive Plan must lead the way in addressing the needed changes. Suggested areas for amendment are as various as the resulting impacts, including changes to policy, changes to the Seattle Municipal Code, and land use map changes. Given the deadlines of the Comprehensive Plan Amendment process and the uncertain timetable for bridge closure and solutions, this CPA request contains potential options rather than a single approach or time period. Some of those options are:

- *Temporary moratorium on all development in the District 1 planning area;*
- *Temporary moratorium on any development projects adding additional trips onto existing city-wide infrastructure;*
- *New development proposals in District 1 required to provide enforceable transportation mitigation plans;*
- *Impose temporary Traffic Impact Fees (TIF) on all new development projects to fund WS Bridge repair/replacement;*
- *Impose emergency TIF on all development projects in the SDCI pipeline to fund WS Bridge repair/replacement;*
- *Establish enforceable odd-day/even-day metering/access to the detour corridors and infrastructure;*
- *Enact temporary 1st Avenue and South Park Bridge tolls;*
- *Enact temporary mitigation surcharge tolls from Fauntleroy Ferry users;*
- *Install electric charging stations along the detour routes;;*
- *Install temporary street closures adjacent to detour routes to eliminate cut-through traffic;*
- *Prioritize neighborhood greenway construction through detour routes.*

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 you anticipate that the proposed Comprehensive Plan amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) that would need to be changed. 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(s) proposed to be changed. List the address(es) for each property, the current land use category as shown on the Future Land Use Map and the proposed new land use category for each property in the area to be changed. Identify your relationship to the owner(s) of the property. Describe how the change is consistent with Policy LU1.5, which states "Require Future Land Use Map amendments only when needed to achieve a significant change to the intended function of a large area."

2. For amendments to goals and policies only: Describe how the issue is currently addressed in the Comprehensive Plan. Why is a change needed?

Reply: The Comprehensive Plan does not address this issue of an emergency closure of a key transportation corridor and the resulting impacts. A change in the Comprehensive Plan is necessary because the bridge closure timeline ranges from two to ten years, and continuing under 'business as normal conditions' is not at all possible.

3. Describe why the proposed change meets each of the criteria established in [Resolution 31807](#) which sets criteria for Council to consider an amendment to the Comprehensive Plan.

Reply: Proposed amendment changes meet the criteria in resolution 31807 as they would be consistent the role of the Comprehensive Plan under the State Growth Management Act; consistent with countywide planning policies, and multi-county policies contained in the PSRC Regional Growth Strategy; the amendment goals cannot be accomplished by a change in regulations alone; the topic is not better addressed via budgetary or programmatic decisions or other processes since it is not defined in any departmental work programs and isn't being considered along with other related issues.

4. What other options are there for meeting the goal or objectives of the amendment? Why is a Comprehensive Plan amendment needed to meet the goals or objectives?

Reply: Without changes to various Comprehensive Plan policies to address this emergency bridge closure, there are no other options within the existing transportation policy structure to enact long-term sweeping objectives that serve to mitigate the wide spread long term fallout from the West Seattle high bridge closure.

5. What do you anticipate will be the impacts of the proposed amendment, including impacts to the geographic area affected? Why will the proposed amendment result in a net benefit to the community? Please include any data, research, or analysis that supports the proposed amendments.

Reply: An impact resulting from the resulting Comprehensive Plan Amendment(s) would be to lower the adversity caused by the emergency bridge closure, while ensuring parity among affected communities.

6. How does the proposed amendment support the existing goals and policies of the Comprehensive Plan? If the proposal would change existing goals and policies or add new goals and policies to the Comprehensive Plan, describe how the proposed amendment is consistent with the Washington State Growth Management Act (<http://apps.leg.wa.gov/rcw/default.aspx?cite=36.70A>), the Puget Sound Regional Council's Vision 2040 (<http://www.psrc.org/growth/vision2040/>), and the King County Countywide Planning Policies (<http://www.kingcounty.gov/depts/executive/performance-strategy-budget/regional-planning/CPPs.aspx>).

Reply: All resulting amendments would be fully consistent with the Washington State Growth Management Act.

7. Is there public support for this proposed amendment? If the amendment would change the Future Land Use Map or a Neighborhood Plan, please list any meetings that you have held or other communication you have had with the community about the amendment. If the amendment would have a citywide impact, please list any organizations that you have discussed the amendment with. *Notes: Please attach any letters of support for the amendment*

or other documentation of community support or concerns. The City will provide public notice and opportunity for public comment, and environmental review for all applications. As it reviews docketed amendment proposals, the City may request additional community engagement by applicants on an as needed basis.

Reply: Yes there is support. Mayor Jenny Durkan said at a May 14, 2020 virtual West Seattle Town Hall meeting that the city will “do everything” it can “to increase mobility” (for West Seattle). Indeed, there is support throughout Council District 1 to do anything that will help alleviate the long term bridge closure along with the resulting impacts to communities and quality of life such as can be identified in this CPA request.

8. Has the proposed amendment been considered before by the Council? If so, when was it considered and what was the outcome? If the amendment has been previously rejected, please explain either:

- How the proposal has changed since it was last rejected, or
- Changed circumstances since the proposal was last considered that support reconsideration of the proposal.

Reply: This proposed amendment has NOT been considered before by the Council.