

# APPENDIX A

## Analysis of Housing and Socioeconomics Impacts

### A.1 Introduction

#### BACKGROUND

The City of Seattle proposes to change regulations in the Land Use Code to remove barriers to the creation of ADUs in single-family zones. ADUs include backyard cottages, known as detached accessory dwelling units (DADUs), and in-law apartments, known as attached accessory dwelling units (AADUs). The proposal involves several Land Use Code changes, including allowing two ADUs on some lots, changing the existing off-street parking and owner-occupancy requirements, and changing some development standards that regulate the size and location of DADUs.

The Draft [This Final](#) EIS analyzes ~~three~~ four alternatives. (For a full list of the proposed changes in each alternative, see Chapter 2 of the EIS, Exhibit 2-2.)

- **Alternative 1 (No Action).** Under Alternative 1, no changes would be made to the existing ADU regulations.
- **Alternative 2.** Alternative 2 considers the broadest range of changes to the Land Use Code changes to promote the production of ADUs. These changes include: allowing lots in single-family zones to have both an AADU and a DADU; removing the owner-occupancy requirement; removing the off-street parking requirement for ADUs; ~~reducing predevelopment costs for DADUs~~; and allowing lots between 3,200 and 3,999 square feet to add a DADU.
- **Alternative 3.** Alternative 3 considers more modest adjustments to the Land Use Code that emphasize maintaining a scale compatible with existing development in single-family zones. These changes include allowing single-family-zoned lots to have both an AADU and a DADU; removing the off-street parking requirement for the first (but not second) ADU; allowing lots between 3,200 and 3,999 square

feet to add a DADU; ~~requiring Mandatory Housing Affordability (MHA)~~ adding an incentive for affordable housing for creation of a second ADU; and adding a maximum floor area ratio (FAR) limit for new development.

- **Preferred Alternative.** The Preferred Alternative combines elements of Alternatives 2 and 3. The changes under the Preferred Alternative include allowing lots in single-family zones to have an AADU and a DADU or two AADUs (a second ADU can be added if a lot has been in the same ownership for at least one year); removing the off-street parking requirements for ADUs; removing the owner-occupancy requirement (a minimum of one year of continuous ownership would be required to establish a second ADU on a lot that already has an ADU); and allowing DADUs on lots between 3,200 and 3,999 square feet. The Preferred Alternative also includes a maximum FAR limit for development in single-family zones.

Many of these proposed changes could affect housing and socioeconomic conditions in the study area. For example, allowing two ADUs on a single lot would legalize a new housing product in single-family zones, while changing the owner-occupancy requirement for ADUs could potentially cause a shift from owner-occupancy to renter-occupancy. This appendix summarizes the methodology and results of the technical analysis conducted by ECONorthwest to analyze housing and socioeconomic impacts of the proposed alternatives.

## ANALYTICAL QUESTION AND APPROACH

This appendix considers the impacts of the proposed Land Use Code changes on housing and socioeconomics. Specifically, we first evaluate the following questions:

- ***Underlying Development Economics.*** How might the proposed changes alter the underlying real-estate economics in single-family zones? Could the proposed changes make property in single-family zones more attractive as rental investments rather than as owner-occupied assets?
- ***ADU Production.*** How many ADUs could be created given the proposed policy changes in each alternative?

This analysis allows us to consider the following types of impacts resulting from the proposed alternatives:

- ***Affordability.*** What impacts could the proposed changes have on housing affordability?

- **Displacement.** How might the potential housing and socioeconomic impacts vary by neighborhood? What are the potential impacts on marginalized populations (low-income people, people of color, and non-native English speakers)?

Our approach was constructed to analyze these issues. This appendix is organized as follows:

- **Framework for the Evaluation** describes our conceptual model for analyzing potential housing and socioeconomic impacts.
- **Methods** describes the steps used in our analysis and documents the key assumptions used.
- **Findings** presents the analysis results and discusses how potential impacts vary across the three alternatives.

## A.2 Evaluation Framework

### ESTIMATING CHANGE IN ECONOMIC ENVIRONMENT THROUGH EVALUATION OF HIGHEST AND BEST USE

To understand how the alternatives could affect underlying real-estate economics in single-family zones, we can analyze the proposed changes from the viewpoint of a profit-maximizing developer. If the proposed alternatives change the most profitable development outcome, then that indicates a potential change to the underlying real estate economics that can influence housing and socioeconomic conditions. The degree of potential impacts depends on the magnitude, characteristics, and geographic dispersal of any changes to profitability.

From this perspective, the potential effects of alternatives can be classified into three categories:

- Potential effects on the number of ADUs produced:
  - » Two ADUs on a single lot (Alternative 2, Alternative 3, Preferred Alternative)
  - » Reduction in minimum lot size for DADU (Alternative 2, Alternative 3, Preferred Alternative)
- Potential effects on the marginal cost of building an ADU:
  - » Reduced off-street parking for ADUs (Alternative 2, Alternative 3, Preferred Alternative)
  - » ~~Reduced predevelopment costs for ADUs (Alternative 2)~~

- » ~~MHA requirements~~ Incentives for affordable housing for a second ADU (Alternative 3)
- Potential effects on the marginal revenue potential of an ADU or main house:
  - » Increased maximum allowed size of DADU (Alternative 2, Alternative 3, Preferred Alternative)
  - » Removal of the requirement that either the ADU or the main house be owner-occupied (Alternative 2, Preferred Alternative)
  - » FAR limit for new construction (Alternative 3, Preferred Alternative)

Note that the choice to add an ADU does not occur in isolation. A profit-maximizing developer could instead choose to remodel and flip, or to tear down and build a larger home. These options do not create new ADUs but nevertheless affect housing affordability or urban form. Thus, evaluating the potential housing and socioeconomic effects of the alternatives requires a holistic analysis of development options in single-family zones.

Highest and best use provides a useful framework for evaluating how the alternatives could affect underlying real-estate economic conditions in the study area. The 14th edition of *The Appraisal of Real Estate* defines highest and best use as: "The reasonably probable use of property that results in the highest value" (Appraisal Institute 2013). To be reasonably probable, a use must meet three conditions:

- 1 **Physically possible.** The use must be possible given the physical characteristics of the land, including size, shape, topography, and soils. A large, flat site with good draining offers more possibilities than a steep site with an irregular shape.
- 2 **Legally permissible.** The use must be allowed under the land's current zoning and conform to all relevant regulations and building codes.
- 3 **Financially feasible.** The final test requires analysis of the economic feasibility of potential options. If a developer would lose money on the project, it is not reasonably probable.

Of the remaining 'reasonably probable' candidates, the highest and best use is the one with the highest financial return. This financial return determines the property's value to a potential profit-maximizing purchaser. Imagine two developers evaluating the development potential of a residential property: Developer A builds only small houses, and Developer B builds only large houses. Both uses might be physically possible, legally permissible, and financially feasible on the same lot, but only one can prevail.

A useful metric for comparing the relative value of multiple possible uses is through **residual land value**. Residual land value (RLV) is a measure of the developer's land budget for a particular project, after taking into account expected costs (including developer profit) and revenues. A higher residual land value for a particular use indicates that the developer can afford to pay more for the land. In the example above, whichever developer has the higher residual land value will outbid the other.

This framework for determining highest and best use lets us analyze how the proposed alternatives could affect the economic environment for development in single-family zones. Thus, our research question is: do the proposed alternatives change the highest and best use in single-family zones?

Current zoning restricts the legally permissible options in the study area to two main residential uses: single-family residential and single-family residential with one accessory dwelling unit.<sup>1</sup> Various options exist within these uses, however, defined by the size of the house and/or ADU, the quality of finishes, the architectural style, and many other factors.

Observations of recent trends suggest that, for most lots in single-family zones, the highest and best use is an owner-occupied single-family home. Citywide, 81 percent of detached single-family homes are owner-occupied. Though legal since 1994, AADUs are present on less than 1.2 percent of single-family lots in the study area.<sup>2</sup> Evidence also suggests that large homes generate higher financial returns than smaller ones. The average size of a new single-family home in the study area has increased over time, from about 1,850 square feet for homes built in the 1950s to nearly 3,000 square feet for homes built 2010-2017.<sup>3</sup>

## HIGHEST AND BEST USE IS NOT A FORECAST

Highest and best use analysis tells us the most economically productive use for a particular lot, but it does not necessarily predict what will actually happen, for several reasons.

First, highest and best use does not consider the motivation and preferences of individual property owners. Any change in use requires

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1 In addition to residential uses, Seattle's single-family zones also allow parks, nursing homes, and some institutional uses (including schools and churches).

2 Anecdotal evidence suggests that illegal, unpermitted ADUs exist in Seattle. As we have no way of knowing how many illegal ADUs may exist, or where they are located, they are not included in our analysis.

3 Large new houses on relatively small lots are sometimes referred to as "McMansions."

the cooperation of the owner, either to sell the site or to redevelop it herself. The highest and best use of my house might be to tear it down and rebuild a much larger house, but if I prefer my small house, no change in use would occur until I decide to sell. Building an ADU and renting it out may be most profitable for a homeowner but ruled out because of a preference for privacy or disinterest in becoming a landlord. Even when a property owner does wish to add an ADU or redevelop their site, they may lack the financial capital to do so.

Second, market demand is not infinite. There is limited demand for each particular use given current market conditions. Even though a site may have a willing seller and a particular highest and best use, it may not achieve that use if other better-suited sites satisfy market demand. There is also limited demand for various types of owner- and renter-occupied products. Not every prospective homebuyer can afford a 3,000-square-foot house. Not every renter wants to live in someone's backyard or basement.

Thus, while highest and best use can tell us how the alternatives could change the underlying real-estate economics in single-family zones, it cannot predict what might happen or how the alternatives could affect development rates in the study area. To arrive at estimates of future single-family and ADU production for each alternative, we need a methodology that considers what is actually most likely to happen given market conditions, parcel characteristics, and individual preferences.

Nearly all forecasts start with an analysis of past trends. By looking at what actually happened, we can arrive at estimates of what might happen going forward. There are two primary approaches:

- **Use past growth rates of new single-family homes, AADUs, and DADUs to project into the future.** This "continuation of the trend line" approach is the simplest way to establish a baseline of future conditions in Alternative 1. However, it has no quantitative connection to the underlying factors that explain why and where development will occur. It also does not offer a way to forecast how development rates might change from the baseline in Alternatives 2 and 3 and the Preferred Alternative.
- **Develop a model that connects historic rates of home and ADU production to underlying factors.** By developing a deterministic model that links past development decisions to parcel characteristics and other important variables (such as regional macroeconomic conditions), we can develop a more sophisticated forecast of baseline conditions over the next 10 years. This approach also allows us

to forecast the potential impacts of Alternatives 2 and 3 and the Preferred Alternative by adjusting input variables in the model.

This latter approach is better suited to evaluating the potential impacts of the proposed alternatives because it provides insight into which factors make a lot more or less likely to add an ADU, and because it allows us to quantitatively estimate the potential impact of specific policy changes. For this analysis, we use an econometric model to estimate how many ADUs might be created in Alternatives 1, 2, and 3 and the Preferred Alternative and to observe how the potential impacts might vary by neighborhood.

Finally, it is important to note that all forecasting requires making assumptions about the future. Regardless of the method used, (1) forecasting growth requires consideration of many variables that interact in complicated ways, and (2) any forecast of a single future is more than likely to be wrong in any absolute sense — there are many possible futures that are more or less likely depending on one's assessment of the likelihood of the assumptions. However, ours is a reasonable approach to give policymakers a reference point for the scale of ADU production over the analysis time frame.

## A.3 Methods and Assumptions

The two different core research questions — 1) how could the alternatives affect highest and best use, and 2) how could the alternatives affect future production of single-family homes and ADUs — call for different methodological approaches.

Below we describe how we address the first question of highest and best use. Then we explain our methodology for estimating future production of ADUs.

### HIGHEST AND BEST USE: PRO FORMA ANALYSIS

To analyze the potential impacts of the alternatives on highest and best use in the study area, we use pro forma analysis. Pro forma models are common decision-making tools used by real estate developers and policymakers. Our pro forma model uses inputs and assumptions about current market conditions, parcel characteristics, and possible development outcomes to calculate a residual land value for each development possibility. By comparing residual land values, we can estimate the highest and best use.

In the framework of highest and best use analysis, the pro forma model allows us to analyze what is:

- **Physically possible.** Using King County Assessor data on parcels in the study area, we created a parcel typology to examine and screen for what might be physically possible given a range of parcel sizes and existing conditions.
- **Legally permissible.** The model includes relevant information from the Land Use Code about what can currently be built on a lot. It also reflects proposed changes under Alternatives 2 and 3 and the Preferred Alternative. These inputs determine which development prototypes can exist on each lot and how big they can be.
- **Financially feasible.** We compiled information on current market conditions, including single-family sales prices, rental rates, and construction costs, in order to test the financial feasibility of possible uses. To account for variable market conditions across the study area, we developed three generalized profiles of rent and housing price and categorized each neighborhood into one of the three profiles. Then, we created financial pro formas for 44 different development outcomes that encompass a wide range of legally permissible variations. (Note that some development outcomes are legally permissible only under certain alternatives.) For each of these 44 development outcomes, we then analyze four different valuation options based on different possible uses (e.g., for sale, for rent). Finally, we test the financial performance for each combination of alternative, parcel typology, neighborhood profile, development outcome, and valuation — ~~6,336~~ 8,448 scenarios in all.
- **Maximally productive.** For a given parcel type in a given neighborhood, we then compare the residual land values of the legally and physically possible development outcomes. The development outcome with the highest residual land value is the highest and best use.

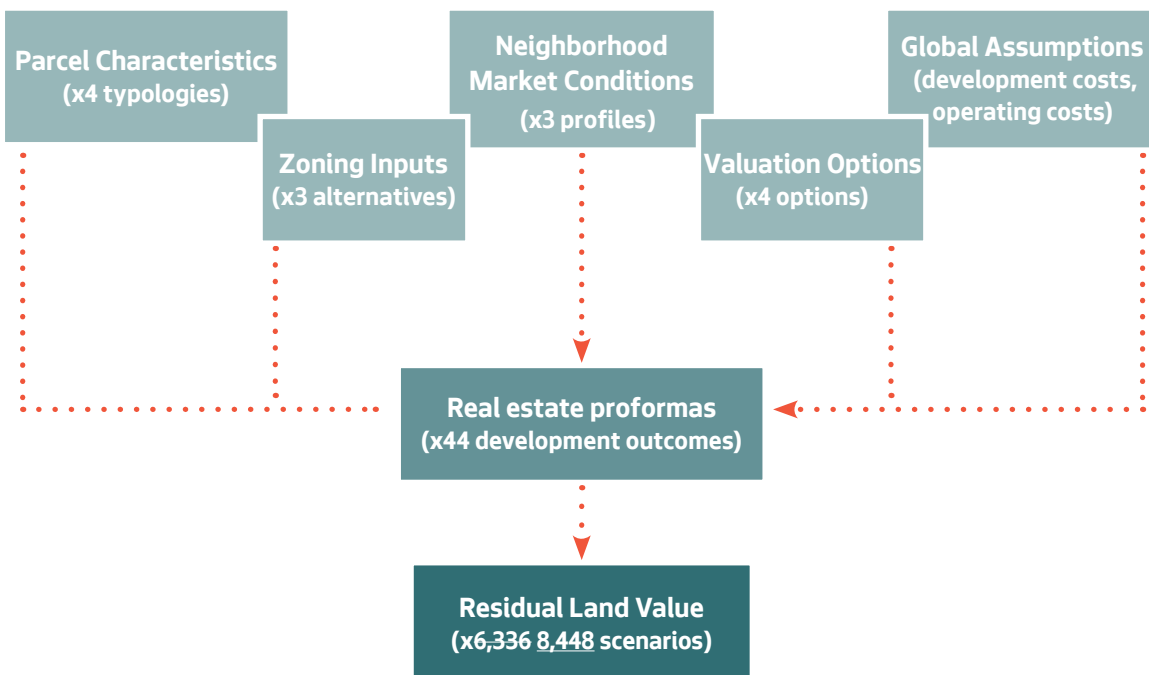
Though theoretically possible to use pro formas to analyze highest and best use for every parcel in the study area (using specific parcel characteristics and more localized rent data), we used a typology approach to facilitate interpretation of the results and highlight key differentiators related to ADU production. The typology approach — using three different neighborhood profiles and four different parcel types — allows us to analyze the relative profitability of various development outcomes on parcels of different sizes and in different parts of the city without analyzing every parcel individually.

To simplify, the key elements of the pro forma analysis are:

- 1 What can you build on a lot in a single-family zone?
- 2 Once built, what can you do with your property? Sell it? Rent it?
- 3 Based on market conditions, how much rental or sales income can you expect?
- 4 Which combination of steps 1-3 maximizes the profitability of the project?

The rest of this section provides more detail on the specific methods, inputs, and assumptions used for each step.

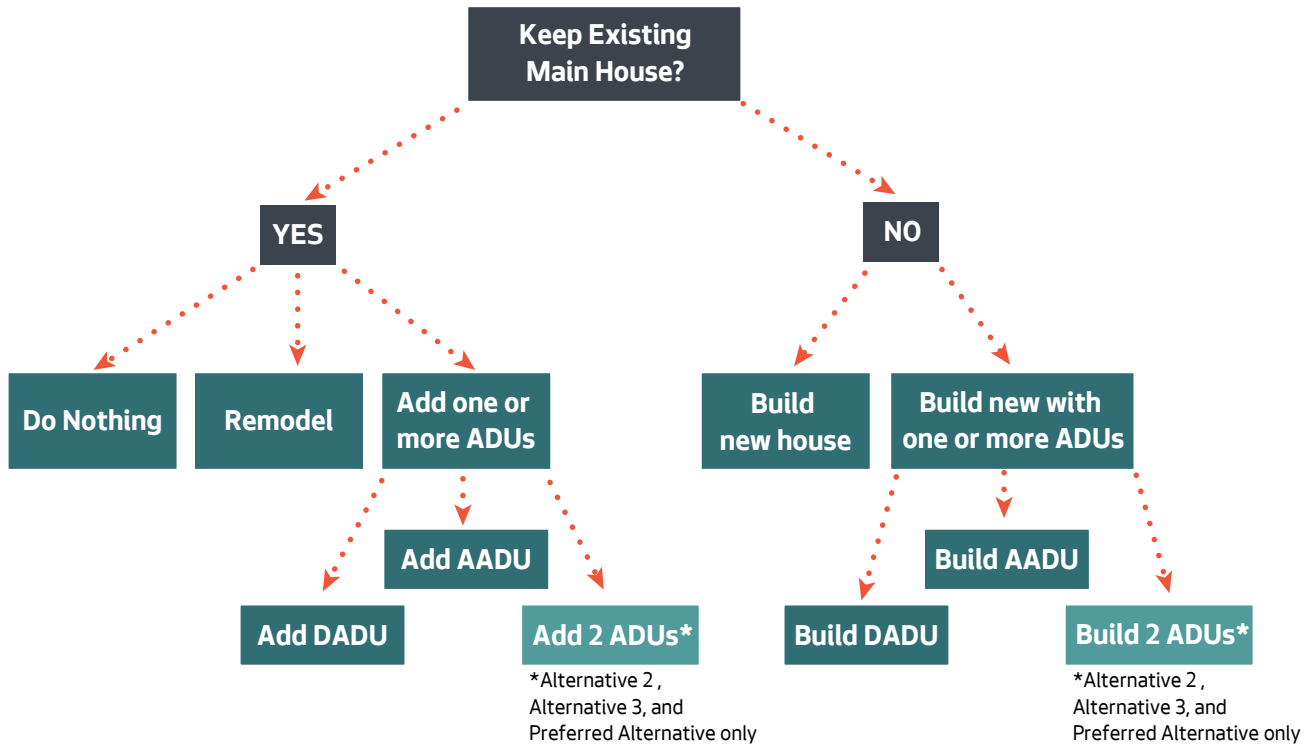
**Exhibit A-1** Diagram of Inputs and Assumptions Used in Pro Forma Analysis



## Development Outcomes

As shown in Exhibit A-2, the owner of a single-family-zoned lot could do several different things with the lot. They could tear it down and rebuild (with or without ADU). They could keep the existing house and do nothing, remodel, or add an ADU.

**Exhibit A-2** Decision Tree of Single-Family Development Outcomes



To evaluate highest and best use in single-family zones, we analyzed the financial performance of 44 legally permissible development outcomes. Each outcome either demolishes or retains the existing house. Additional variations consider the number of ADUs (0, 1, or 2), size of ADUs, size of main house, and placement of parking. Outcomes marked with an asterisk (\*) are not possible under Alternative 1.

#### Keep Existing Main House

- 1 No nothing
- 2 Remodel
- 3 Add 300-square-foot ADU
- 4 Add largest possible 1-story DADU
- 5 Add largest possible 2-story DADU
- 6 Add largest possible 1-bedroom, 2-story DADU
- 7 Add largest possible 1-story DADU and convert basement to AADU\*
- 8 Add largest possible 2-story DADU and convert basement to AADU\*
- 9 Convert existing basement to AADU

### **Demolish Existing Main House**

- 10** Maximize house size, attached garage, no ADUs
- 11** Maximize house size, attached garage, 300-square-foot DADU
- 12** Maximize house size, attached garage, largest possible 1-story DADU
- 13** Maximize house size, attached garage, largest possible 2-story DADU
- 14** Maximize house size, attached garage, basement AADU and largest possible 1-story DADU\*
- 15** Maximize house size, attached garage, basement AADU and largest possible 2-story DADU\*
- 16** Maximize house size, attached garage, with basement AADU
- 17** Maximize house size, tandem parking alongside house, no ADUs
- 18** Maximize house size, tandem parking alongside house, 300-square-foot DADU
- 19** Maximize house size, tandem parking alongside house, largest possible 1-story DADU
- 20** Maximize house size, tandem parking alongside house, largest possible 2-story DADU
- 21** Maximize house size, tandem parking alongside house, basement AADU and largest possible 1-story DADU\*
- 22** Maximize house size, tandem parking alongside house, basement AADU and largest possible 2-story DADU\*
- 23** Maximize house size, tandem parking alongside house, with basement AADU
- 24** 1,900-square-foot house, tandem parking alongside house, no ADUs
- 25** 1,900-square-foot house, tandem parking alongside house, 300-square-foot DADU
- 26** 1,900-square-foot house, tandem parking alongside house, largest possible 1-story DADU
- 27** 1,900-square-foot house, tandem parking alongside house, largest possible 2-story DADU
- 28** 1,900-square-foot house, tandem parking alongside house, basement AADU and largest possible 1-story DADU\*
- 29** 1,900-square-foot house, tandem parking alongside house, basement AADU and largest possible 2-story DADU\*
- 30** 1,900-square-foot house, tandem parking alongside house, with basement AADU

- 31 2,400-square-foot house, tandem parking alongside house, no ADUs
- 32 2,400-square-foot house, tandem parking alongside house, 300-square-foot DADU
- 33 2,400-square-foot house, tandem parking alongside house, largest possible 1-story DADU
- 34 2,400-square-foot house, tandem parking alongside house, largest possible 2-story DADU
- 35 2,400-square-foot house, tandem parking alongside house, basement AADU and largest possible 1-story DADU\*
- 36 2,400-square-foot house, tandem parking alongside house, basement AADU and largest possible 2-story DADU\*
- 37 2,400-square-foot house, tandem parking alongside house, with basement AADU
- 38 2,900-square-foot house, tandem parking alongside house, no ADUs
- 39 2,900-square-foot house, tandem parking alongside house, 300-square-foot DADU
- 40 2,900-square-foot house, tandem parking alongside house, largest possible 1-story DADU
- 41 2,900-square-foot house, tandem parking alongside house, largest possible 2-story DADU
- 42 2,900-square-foot house, tandem parking alongside house, basement AADU and largest possible 1-story DADU\*
- 43 2,900-square-foot house, tandem parking alongside house, basement AADU and largest possible 2-story DADU\*
- 44 2,900-square-foot house, tandem parking alongside house, with basement AADU

We chose these 44 development outcomes to illustrate a broad range of common development options in single-family zones. They are not exhaustive of every development possibility. Additional possible variations include: DADU on top of a garage, parking access from an alley, above-ground AADUs, AADUs within the main house envelope, and houses and ADUs of other various sizes. Although we did not explicitly model these development outcomes, their financial performance is likely to behave similarly to the outcomes we did model. For example, from a cost perspective, building a new garage with a DADU on the second floor is a slightly more expensive variation of building a single-story DADU.

## Valuation Options

For each development outcome, there are options for what to do with the property — sell it or rent it? The same house can be sold, rented to long-term tenants, or used as a short-term rental. Each option is associated with different revenues and costs that determine which use is ultimately most profitable.

### Exhibit A-3 Valuation Options



\*For Alternatives 1 and 3, this option is only used to evaluate a main house with no ADUs.

For each development outcome, we analyzed four possible ways to value the property.

- 1 All units as long-term rentals.** Every unit (including the main house) is rented out separately. The lot is valued based on the net operating income from all units. For Alternative 1 (No Action) and Alternative 3, this outcome considers a house with no ADUs, since it is not legal to rent a house and an ADU on the same lot due to the owner-occupancy requirement.
- 2 Main house valued based on for-sale price; ADU(s) as long-term rentals.** The lot is valued in two pieces: based on price per square foot of the main house and on the net operating income from the ADUs. Together, the resulting residual land values represent the total value for the lot.
- 3 Main house valued based on for-sale price; one ADU as short-term rental.** Under regulations passed in December 2017, properties owners may list one short-term rental unit other than the unit where they live. This revenue scenario assumes that the main house is valued based on its sales price per square foot, one ADU is operated as a short-term rental, and the second ADU (if present) is operated as long-term rental. Similar to option 2, the main house is valued based on price per square foot and the ADUs based on net operating income from short- or long-term rental.
- 4 All units valued based on for-sale price.** The lot is valued based on sales price per square foot of all units, including any ADUs.

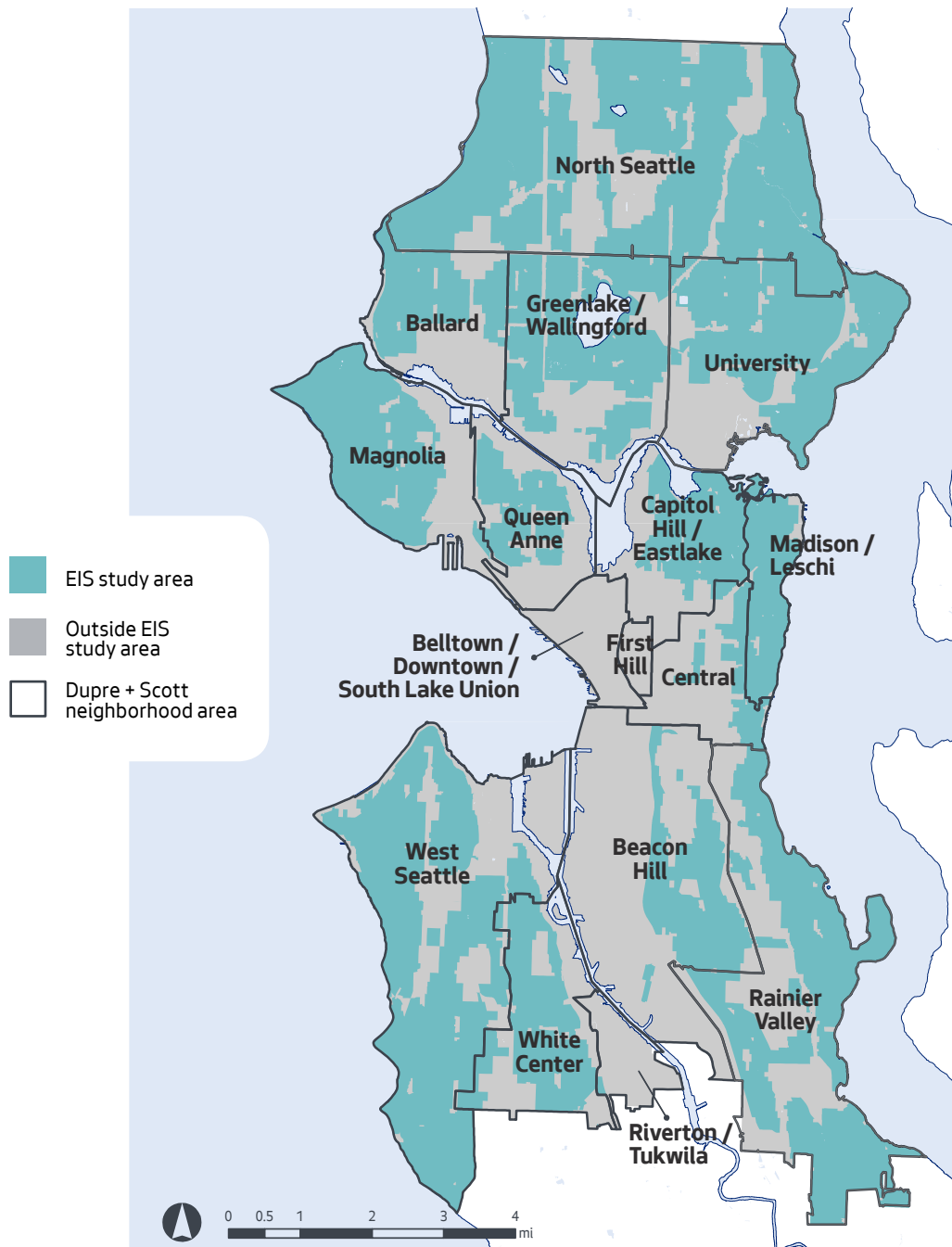
These valuation options illustrate the relative profitability of the rental and for-sale markets in Seattle today, but they are not intended to represent the literal options for what can be done with a parcel. For example, options 2 and 3 are not possible for most single-family-zoned parcels because they require subdivision.

## Development of Neighborhood Rent / Price Profiles

The revenue potential of the valuation options listed above depend on local market conditions, which vary by neighborhood. The same home costs more to buy or to rent in Queen Anne than in White Center. Throughout this report, we use Dupre + Scott neighborhoods (as shown in Exhibit A-4) when talking about neighborhood boundaries.

### Exhibit A-4

Dupre + Scott Neighborhood  
Boundaries Used for Rent  
and Sales Data



To account for varying market conditions across the study area, we categorized every neighborhood in Seattle as either a "higher-," "medium-," or "lower-" price neighborhood. Neighborhoods were classified based on a combination of single-family rental rates and single-family sales prices.

To rank neighborhoods by for-sale prices, we used a hedonic price regression to control for differing house characteristics among neighborhoods.<sup>4</sup> We used King County Assessor's housing transactions data for lots in the study area with single-family residential use.<sup>5</sup> The result is an index of housing price for each neighborhood. We ranked neighborhoods based on sales price index and divided them so one-third are considered lower price, one-third medium price, and one-third higher price.

For rental rates, neighborhoods were similarly classified so that one-third are considered lower rent, one-third medium rent, and one-third higher rent. For this classification, we used Dupre + Scott data on rent per square foot for one-bedroom units in small buildings (defined as those with 1 to 19 units).<sup>6</sup>

Next, we combined the sales price score and the rent score into an overall index of housing price. If a neighborhood is "Lower Rent" and "Lower Sales Price," we classified it as "Lower" overall. If a neighborhood is "Higher Rent" and "Higher Sales Price", we classified it as "Higher" overall. All other neighborhoods (combinations of "Lower" and "Medium" or "Medium" and "Higher") are classified as "Medium" overall. Exhibit A-5 and Exhibit A-6 show the final neighborhood classifications.

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4 The regression included housing characteristics (number of bedrooms, number of bathrooms, size of house, size of lot) and a dummy variable for each neighborhood. Each neighborhood dummy variable accounts for the portion of sales prices that is due to the specific neighborhood rather than to structure or parcel characteristics.

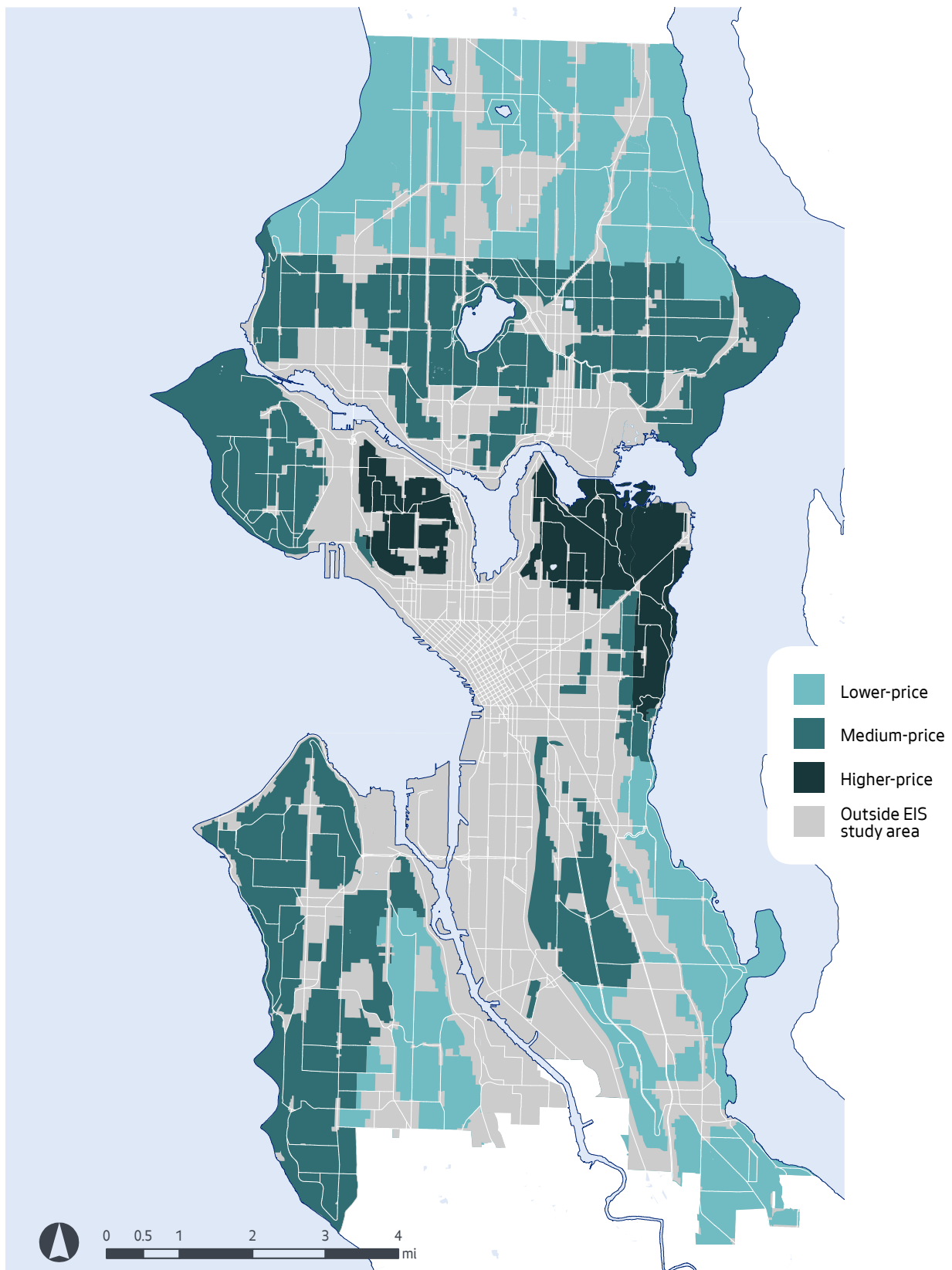
5 For this exercise, we filtered on properties that were sold in 2016 or 2017 for more than \$50,000 and did not have indicators of distressed sales or non-arms-length transactions.

6 Depending on the specific rent measure used, the rent classification varies slightly, but the results are generally consistent. We achieve the same results using two-bedroom rents in small buildings, two-bedroom rents in single-family buildings, or four-bedroom rents in single-family buildings.

**Exhibit A-5** Neighborhood Profile Classifications

Neighborhood	Sales price category	Rent category	Overall profile
<b>Madison/Leschi</b>	Higher	Higher	Higher
<b>Queen Anne</b>	Higher	Higher	Higher
<b>Capitol Hill/Eastlake</b>	Higher	Higher	Higher
<b>Magnolia</b>	Higher	Medium	Medium
<b>University</b>	Higher	Medium	Medium
<b>Greenlake/Wallingford</b>	Medium	Higher	Medium
<b>Central</b>	Medium	Higher	Medium
<b>Ballard</b>	Medium	Medium	Medium
<b>Beacon Hill</b>	Lower	Medium	Medium
<b>West Seattle</b>	Medium	Lower	Medium
<b>North Seattle</b>	Lower	Lower	Lower
<b>Rainier Valley</b>	Lower	Lower	Lower
<b>White Center</b>	Lower	Lower	Lower

Exhibit A-6 Map of Neighborhood Profiles



## Neighborhood Market Inputs

For each neighborhood profile — Higher, Medium, and Lower — we then assigned data about expected sales price and rental rates for each valuation option.

### Single-family home sales price

To ensure that our market inputs match the range of development outcomes, we calculated the sales price per square foot for each neighborhood profile three different ways: for all properties, for recently built properties, and for recently renovated properties.

Although total price increases as the homes get larger, the price per square foot generally decreases with size. To reflect this dynamic, we calculated price per square foot for different home size categories.

For the "all properties" calculation, we calculated the median price per square foot of 2016-2017 property sales within each neighborhood profile and for each size category. For the "new properties" calculation, we calculated the median sales price per square foot for properties built 2012-2017. For the "renovated properties," we calculated median sales price for properties that were renovated during or after 2010. Exhibit A-7 shows the sales prices per square foot used in our analysis.

## Exhibit A-7 Single-Family Sales Price per Square Foot, by Home Size and Neighborhood Profile

Source: ECONorthwest analysis of King County Assessor's sales data

	Lower	Medium	Higher
<b>All homes</b>			
1,400-1,699 square feet	\$356	\$444	\$543
1,700-1,999 square feet	\$330	\$404	\$520
2,000 -2,499 square feet	\$299	\$376	\$492
2,500-2,999 square feet	\$308	\$366	\$483
3,000+ square feet	\$310	\$404	\$504
<b>New homes</b>			
1,400-1,699 square feet	\$296	\$437	\$518
1,700-1,999 square feet	\$394	\$402	\$505
2,000 -2,499 square feet	\$331	\$393	\$543
2,500-2,999 square feet	\$336	\$387	\$462
3,000+ square feet	\$339	\$426	\$496
<b>Recently remodeled homes</b>			
1,400-1,699 square feet	\$301	\$439	\$665*
1,700-1,999 square feet	\$376	\$404	\$503
2,000 -2,499 square feet	\$328	\$376	\$557
2,500-2,999 square feet	\$298	\$392	\$484
New homes, >3000 square feet	\$322	\$374	\$496

\*Due to insufficient observations, price per square foot was imputed using the average difference between Medium and Higher for recently remodeled homes of other sizes.

### Long-term rental rates

For information about long-term rental rates for main houses, we used Dupre + Scott data for single-family rentals. To determine values for each neighborhood profile, we took the median of the composite neighborhoods. As with single-family home sales, rent per square foot typically declines as unit size increases, so we estimated the number of bedrooms for each house and used the corresponding Dupre + Scott rental rate.

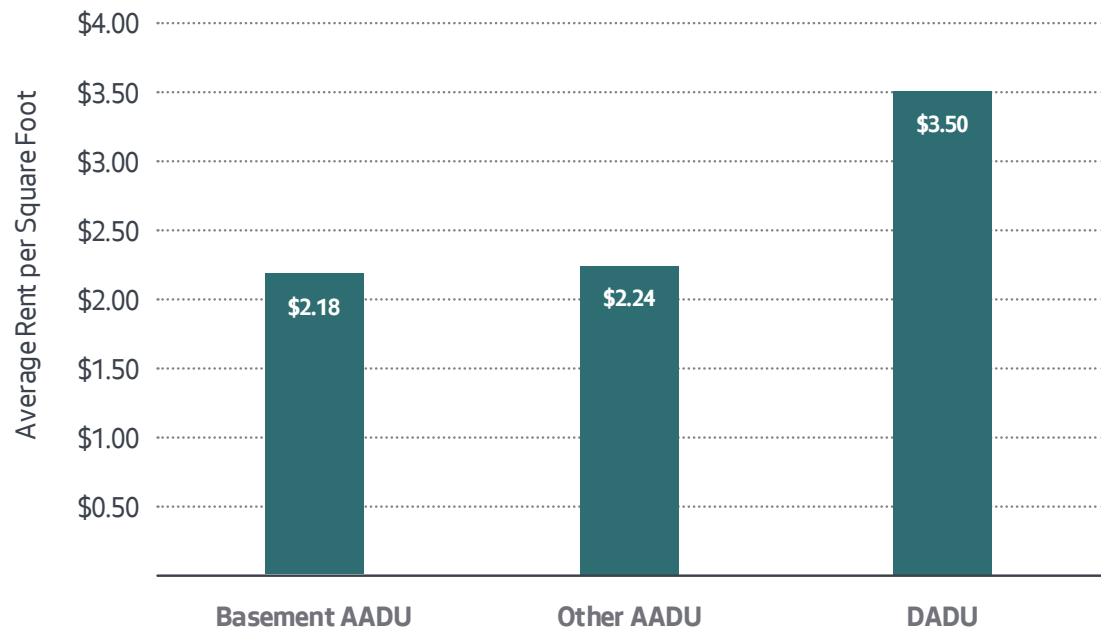
Determining rental rates for ADUs was more complex, as detailed data on AADU and DADU rents in Seattle by neighborhood does not exist.

To better understand Seattle's rental market for ADUs, we surveyed Craigslist rental postings in October and November 2017.<sup>7</sup> We found 83 unique listings for ADU rentals in Seattle, of which 59 (71 percent) were basement AADUs, 14 (17 percent) were other types of AADUs, and 10 (12 percent) were DADUs.

Because of the limited number of observations, we were unable to use the Craigslist rent survey data as the source for AADU and DADU rent. However, the Craigslist survey did provide information about how rent differs between AADUs and DADUs. The data indicate that DADUs command higher rents than AADUs. This finding makes intuitive sense; for most people, living in a small detached house is more desirable than living in a basement.

**Exhibit A-8** Average Asking Rent Per Square Foot for ADUs in Seattle

Source: ECONorthwest survey of Craigslist postings, October–November 2017.



To reflect the observed rent differential between AADUs and DADUs, we used Dupre + Scott rent data from two- to four-unit buildings for AADUs, and single-family rent data for DADUs. This allows us to account for the observed "detachment" premium for DADUs over AADUs. Note that,

<sup>7</sup> To conduct the survey, we searched Seattle Craigslist listings of apartments for rent (<https://seattle.craigslist.org/search/see/apa>). We used the following search terms: mother in law, MIL, ADU, cottage, basement apartment, carriage. Each result was manually reviewed to determine if it was actually an ADU and, if so, what type.

although we used the same rent data source (Dupre + Scott, single-family units) for both DADUs and main houses, DADUs typically have fewer bedrooms and thus typically higher rents per square foot.

#### Exhibit A-9 Long-Term Rental Rates Used in Analysis

Source: ECONorthwest analysis of data from Dupre + Scott 1-19 Unit Apartment Report (April 2017).

	Lower	Medium	Higher
<b>Main house and DADU</b>			
<b>1 bedroom</b>	\$2.14	\$2.35	\$2.47
<b>2 bedrooms</b>	\$1.78	\$1.92	\$2.10
<b>3 bedrooms</b>	\$1.45	\$1.66	\$1.76
<b>4 bedrooms</b>	\$1.24	\$1.45	\$1.62
<b>5 bedrooms</b>	\$1.18	\$1.58	\$1.23
<b>AADU</b>			
<b>1 bedroom</b>	\$1.32	\$2.03	\$2.12
<b>2 bedrooms</b>	\$1.47	\$1.67	\$1.85

**Notes** Main house and DADU rent comes from single-family properties. AADU rent comes from 2-4 unit properties. To determine rent values for each neighborhood profile, we took the median value of the composite neighborhoods. For some neighborhoods, Dupre + Scott did not provide rents for 1 bedroom single-family units. For these cases, we calculated the "Detached premium" for two-bedroom units by looking at the ratio of single-family two-bedroom rents to two- to four-unit two-bedroom rents in those neighborhoods. We then applied this ratio to the observed two- to four- unit one-bedroom rent to impute what the single-family one-bedroom rent would be. This was necessary in Ballard, Madison, Central, Magnolia, and Queen Anne.

Exhibit A-10 shows the crosswalk we used for estimating the number of bedrooms for a unit of a given size and determining the appropriate rental rate per square foot.

#### Exhibit A-10 Bedroom Assumptions

Source: ECONorthwest analysis of existing single-family homes in study area.

Unit size	Number of bedrooms
<900 square feet	1
900-1,399 square feet	2
1,400-1,999 square feet	3
2,000-2,699 square feet	4
2,700+ square feet	5

We used Dupre + Scott data to determine a long-term rental vacancy rate for each neighborhood profile. We used the 1-19 unit vacancy rate and took the median value of the composite neighborhoods.

**Exhibit A-11** Long-Term Rental Vacancy Rate Used in Analysis

Source: ECONorthwest analysis of Airbnb data for March 2016-March 2017.

	Lower	Medium	Higher
Vacancy rate	3.0%	2.9%	3.4%

**Short-term rental expected income**

To determine expected rental income from using an ADU as a short-term rental, we analyzed data on Airbnb properties. The Airbnb data was provided by the City of Seattle and includes 12-month revenue and occupancy rate for each Airbnb listing for March 2016-March 2017 to estimate the expected rental income for an ADU used as a short-term rental unit, we filtered the data to include only listings with the following characteristics:

- **Located in the study area.** This isolates results in single-family zones in Seattle.
- **"Entire Home/Apt."** This excludes listings for shared rooms or private rooms in a larger housing unit.
- **Available for at least 180 days in the last 12 months.** This removes listings that may be owner-occupied part of the year and listings where the owner is posting on Airbnb only occasionally.
- **At least six bookings in the past 12 months.** This removes listings that were unrepresentative or unpopular.
- **Fewer than three bedrooms.** This removes large houses and other properties dissimilar from ADUs.
- **Described as "Houses" or "Townhomes."** This removes units described as condos and apartments.

With the filtered dataset, we calculated average monthly revenue as the annual revenue in the last 12 months divided by 12. Based on each's property latitude and longitude, we categorized it into Higher, Medium, or Lower neighborhood and then calculated the median monthly revenue for each neighborhood profile.

**Exhibit A-12** Expected Monthly Income for ADUs Used as Short-Term Rentals

	Lower	Medium	Higher
<b>Expected monthly income</b>	\$1,143	\$1,080	\$1,386

## Development of a Parcel Typology

The characteristics of each parcel set an upper bound on what can be built. Some characteristics are permanent (e.g., size and shape of the parcel) while others can change over time (e.g., size and shape of existing structures). To account for varying parcel characteristics, we developed four parcel types, each defined by lot size, shape, and size of current structures. Exhibit A-13 shows the parcel typology we used. The parcel types are important for this analysis because they determine what can physically fit on the lot.

**Exhibit A-13** Parcel Typology

	Parcel type			
	A	B	C	D
<b>Lot size (square feet)</b>	3,200	3,750	5,000	7,200
<b>Lot width (feet)</b>	32	31	50	60
<b>Lot depth (feet)</b>	100	120	100	120
<b>Footprint of main house (square feet)</b>	940	980	1,050	1,150
<b>Living space in main house (square feet)</b>	1,500	1,600	1,800	1,900
<b>Footprint of accessory structures (square feet)</b>	250	250	250	350
<b>Size of daylight basement (if present) (square feet)</b>	500	600	700	800
<b>Number of parking spaces</b>	2	2	2	2
<b>Implications of assumptions</b>				
<b>Current lot coverage</b>	37%	33%	26%	21%
<b>Maximum DADU footprint available for additional structures (e.g., a DADU) when keeping existing main house (square feet)</b>	540	583	700	1,370
<b>Under which alternatives are AADUs allowed?</b>	All alternatives	All alternatives	All alternatives	All alternatives
<b>Under which alternatives are DADUs allowed?</b>	2, 3, <u>Preferred</u>	2, 3, <u>Preferred</u>	All alternatives	All alternatives

The parcel typology was developed by ECONorthwest and the City of Seattle based on analysis of current parcel conditions. In choosing the parcel types, we had several competing goals:

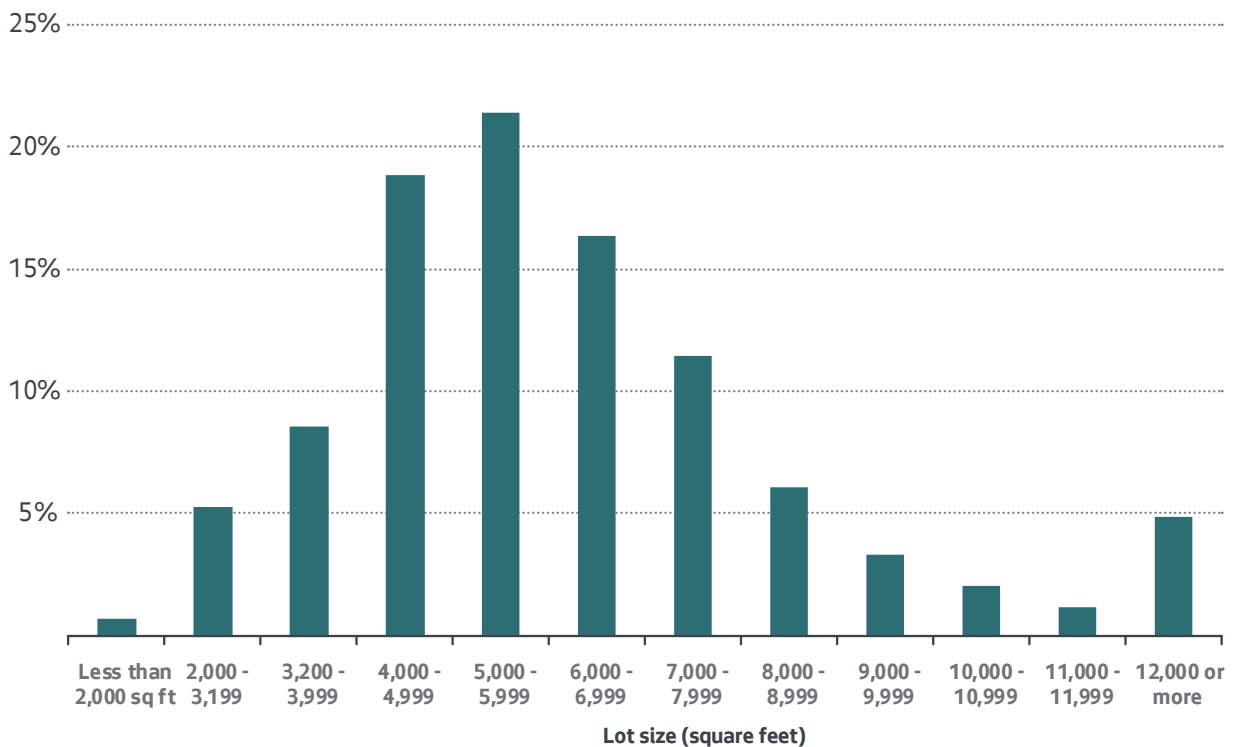
- Represent the most common parcel characteristics across the study area.
- Represent those parcel sizes that might be most affected by the proposed Land Use Code changes. (Parcels between 3,200 and 3,999 square feet ~~do not allow~~ cannot have a DADUs currently but ~~would~~ could under Alternatives 2 and 3 and the Preferred Alternative.)
- Represent a range of parcel conditions across the city.

### Lot size

Lot size determines the maximum allowed lot coverage. To select the lot sizes used for the typology, we reviewed the distribution of parcel sizes in the study area. The most common lot size in single-family zones in Seattle is 5,000 square feet. Although lots between 3,200 and 3,999 square feet comprise a relatively small share of single-family-zoned lots (nine percent), we chose to use two types in this size range to fully explore the potential impacts of the proposed alternatives on this size category.

#### Exhibit A-14 Distribution of Parcels by Lot Size in Single-Family Zones

Source: ECONorthwest analysis of King County Assessor Data.



### **Lot depth and width**

Lot depth and width determine how much buildable land is available given required setbacks. Lot width also determines maximum allowed height. Based on review of GIS parcel data, we determined that the two most common lot depths in the study area are 100 feet and 120 feet. Lot depths are similar throughout a neighborhood based on original platting.

Lots less than 30 feet wide have a lower allowed height than other single-family-zoned lots. We considered including a parcel type less than 30 feet wide but decided not to because these lots are extremely uncommon in Seattle. We could not locate any single-family neighborhoods where such narrow lots exist in substantial concentrations. Lot width was determined by dividing lot size by lot depth for each parcel type.

### **Footprint of main house**

The footprint of the main house determines the maximum DADU footprint possible while keeping the main house. To determine footprints, we analyzed mean, median, and mode footprints for each parcel type.

### **Living space of the house**

The current built square footage of the house determines what sales price or rent is achievable for the current house. We determined living space for each parcel type by reviewing data on mean, median, and mode for parcels of a similar size.

### **Footprint of accessory structures**

The footprint of existing accessory structures determines the square footage available for adding a DADU on a lot when preserving all structures. We determined the footprint of accessory structures for each parcel type by reviewing data on mean, median, and mode for parcels of a similar size. Our development prototypes assume that any existing accessory structures would be demolished to make room for a DADU, so the footprint determines the demolition cost.

### **Size of daylight basement, if present**

A survey of Craigslist rental postings conducted in October-November 2017 found that most AADUs in Seattle are basement units. For this analysis, we assumed that AADUs added to existing houses would be conversions of daylight basements. Thus, the assumed size of the

daylight basement determines the maximum AADU size for development outcomes in which the current structure is retained. To determine basement sizes, we analyzed mean, median, and mode values for each parcel type.

### Number of parking spaces

The King County Assessor does not track information on the number of legal parking spaces available on parcels. However, this is an important input that determines the feasibility of adding one ADU to an existing house in Alternative 1, or two ADUs in Alternative 3. Our assumption — two parking spaces available for each parcel type — means that the determination of the highest and best use will not be constrained by lack of parking.

On the whole, this assumption may result in an overestimate of the feasibility of adding ADUs. In reality, some parcels likely would be constrained from adding ADUs by lack of parking or the cost of adding an additional parking space. However, parking waivers are available in cases where adding a parking space is physically infeasible due to steep topography or the location of existing structures.

The assumption of two off-street parking spaces per parcel is used only for the pro-forma analysis of highest and best use. It is not an input to the parking analysis. See Section 4.4 for more information about the parking analysis.

### Zoning Inputs

The pro forma model reflects the current Land Use Code regulations for development in single-family zones, as well as proposed changes under Alternatives 2 and 3 and the Preferred Alternative. Zoning inputs include information about required setbacks, maximum lot and rear yard coverage, required parking spaces, allowed number of ADUs, allowed size of ADUs, and ADU owner-occupancy requirements.

The zoning inputs were compiled by ECONorthwest from the Land Use Code and the proposed alternatives and reviewed for accuracy by the City of Seattle.

## Development and Operating Cost Inputs

These inputs broadly illustrate single-family market conditions as they existed in Seattle as of Fall 2017. Each variable could change over time and vary for any particular project.

### Construction costs

To develop construction cost assumptions, we conducted interviews in November 2017 with builders, architects, and developers who work in single-family neighborhoods in Seattle. We spoke with professionals who build AADUs, DADUs, and single-family homes and who renovate single-family homes.

A major finding from the interviews was that DADU construction costs per square foot are much higher than for larger houses. This is because a DADU includes all the expensive components of building a house (e.g., foundation, framing, plumbing, electrical) without any of the inexpensive components (e.g., hallway space). Several interviewees noted that it is difficult to estimate total DADU price based solely on costs per square foot. Based on that feedback, we use a base cost per DADU and an additional construction cost per square foot.

**Exhibit A-15** Construction Costs Used in Pro Forma

Input	Assumption
Single-family home new construction (\$/square foot)	\$125
Single-family home remodel (\$/ square foot)	\$90
Garage (\$/square foot)	\$100
Surface parking and driveways (\$/square foot)	\$25
New below-grade AADU as part of new construction (\$/square foot)	\$125
Basement AADU conversion (\$/square foot)	\$90
DADU new construction (\$/square foot)	\$125
DADU base cost (\$ per unit)	\$125,000
Demolition (\$/square foot of existing structures)	\$5
Construction cost premium of for-sale housing over rental housing	5%

## Other development costs and assumptions

In addition to construction costs, several other "soft" costs go into a development project. These include permitting fees, architectural and engineering fees, developer fees, and investment return.

Permitting fees are standardized costs that can be calculated for a proposed project. To estimate the cost of City permits for a particular project, we used the rates in the 2018 Fee Estimator tool (City of Seattle 2018). For residential construction that requires a new connection to the sanitary sewer system, King County charges a sewer capacity charge (King County 2018). This fee applies to DADU construction and to new construction that includes an AADU. We used the 2018 sewer capacity charge rates and assumed that the total amount would be paid at time of construction, rather than spread over time. This charge amounts to \$11,268 for a DADU or \$6,760.80 for an AADU.

Other assumptions about development costs and investment metrics came from interviews with developers, architects, and builders and from ECONorthwest's experience on other recent projects in the Puget Sound region.

### Exhibit A-16

Development Costs and Investment  
Metrics Used in Pro Forma Modeling

Input	Assumption
Architecture / engineering fees (percent of total hard costs)	6.0%
Sales tax (percent of total hard costs)	9.6%
Developer fee (percent of hard and soft costs)	4.0%
Sales costs including commission and excise tax (percent of sales price)	8.0%
Capitalization rate for rental projects (percent)	4.6%
Return on cost requirement for rental projects (percent)	20%

Alternative 2 includes a 10 percent reduction in predevelopment costs for DADUs. To reflect this in the model, we applied a 10 percent overall reduction to sum of the King County sewer capacity charge, City permit fees, and architecture/engineering fees. In reality, the predevelopment cost reduction could be implemented through other mechanisms, such as through streamlined project review, reduced permit and design costs due to pre-approved plans, or other actions.

In Alternative 3, MHA requirements incentives for affordable housing apply when a property owner creates a second ADU. For development outcomes with two ADUs, we applied an affordability contribution of \$13 per square foot for the larger of the two ADUs.

### **DADU construction cost reductions from separate City efforts**

This Final EIS incorporates anticipated DADU cost reductions in all alternatives that reflect possible separate City efforts. Because these efforts are entirely independent of the proposed Land Use Code changes, we apply them across all alternatives. Potential City efforts include the following strategies that could reduce the cost of building a DADU in the future:

- **Pre-approved DADU plans.** Pre-approved plans can reduce architecture and permit fees. We estimate that one-quarter of the typical architect fee would still apply because the applicant needs a site plan, so the assumed 6.0 percent fee used in the model under the "Architecture/engineering fees" line would be reduced to 1.5 percent for DADUs. In addition, pre-approved plans would reduce DADU permit fees due to time savings for the standard plan review portion of permit fees. (There would be no reduction to zoning and utility reviews.) We estimate that the reduced standard plan review fee would result in a 25 percent reduction to the to the total permit fee. This is informed by SDCI's experience with pre-approved plans used in the past.
- **Reduced construction costs.** The City is considering actions that would reduce the cost to build DADUs, such as through new financing products or less expensive construction options. We estimate that new construction options could reduce a 500-square foot DADU from \$187,500 based on current assumptions to \$125,000, a 33 percent reduction. This is informed by the discussions we have had with non-profit lenders and other organizations.

#### **Exhibit A-17**      Assumed DADU Cost Reductions from Separate City Efforts

Input	Assumption
Reduction to DADU hard construction costs	33%
Reduction in City permit fees	25%
DADU architecture / engineering fees (percentage of total hard costs)	1.5% (reduced from 6.0%)

#### **New in the FEIS**

Exhibit A-17 is a new exhibit in the Final EIS.

## Operating costs

Rental properties have ongoing operating expenses. These vary based on whether the property is a short-term or long-term rental.

**Exhibit A-18** Operating Cost Assumptions Used in Pro Forma Modeling

Input	Assumption
<b>Long-term rental</b>	
Operating cost (percent of rent)	30%
<b>Short-term rental</b>	
Operating cost (percent of rent)	50%
Annual City of Seattle operator fee (dollars per year)	\$75
Sales tax (percent of rent)	9.6%
Airbnb service fee (percent of rent)	3.0%

Operating cost assumptions consider the full cost of managing a property, including property taxes, utilities, repairs and maintenance, insurance, turnover costs, and administration. For short-term rentals, operating costs also include supplies, cleaning between rentals, and time associated with manage bookings, check-in, and check-out. While a homeowner who rents out an ADU might not consider time spent administering Airbnb bookings in the same category as property taxes, the highest-and-best use analysis evaluates most feasible option from the perspective of a profit-maximizing developer. Operating costs thus reflect the cost to hire a property management firm.

## Building assumptions

To avoid modeling development outcomes that are impossible or occur infrequently in the real world — such as five-foot wide DADUs or 10,000-square-foot houses — we include practical building assumptions that constrain the modeling results. We developed these assumptions based on review of building characteristics, consultation with the City of Seattle, conversations with architects, and professional judgement.

**Exhibit A-19** Building Assumptions Used in Pro Forma Modeling

Input	Assumption
Building efficiency for new construction after articulation / architectural features (100 percent would be a perfect box)	90%
Floor height (feet) in principal structures	15
Minimum size of main house footprint (square feet)	600
Maximum size of main house footprint (square feet)	1,500
Minimum width of main house (feet)	15
Minimum size of DADU footprint (square feet)	250
Minimum unit size (square feet)	300
Percent of AADU above grade (for new construction)	10%
For new construction, maximum percent of total allowed building footprint that can be used for DADU	50%
If adding DADU to existing building, percent of spare lot coverage assumed to be available for DADU	80%

## Pro Forma Modeling

Finally, we put all the pieces together and model each combination of inputs (parcel typology, alternative, neighborhood profile, valuation) for each development outcome. This results in residual land value outputs that we can compare across valuation options and alternatives.

## ESTIMATING FUTURE ADU PRODUCTION: FORECAST MODEL

### Model Design

Owners in the study area have multiple options for developing their properties. To arrive at a reasonable forecast of future development given the proposed alternatives, we need a methodology that accounts for historic rates of ADU production. While the pro forma analysis helps us understand the most profitable outcomes, it does not necessarily reflect the real-world decisions that people make. People build ADUs for various reasons unrelated to profit, including to gain additional living space or to house a family member.

A multinomial logit model is a type of behavioral econometric model that allows us to analyze past decisions and trends to determine the factors that make a parcel more or less likely to add an ADU. By incorporating information on parcels, neighborhoods, and macroeconomic trends, this model predicts the likelihood (as a probability) that every parcel in the study area in single-family use will be modified to incorporate an AADU or DADU or be torn down. This type of model is well suited to evaluating the potential impacts of the proposed alternatives because it accounts for historic rates and characteristics of ADU production. It also allows us to quantitatively estimate the potential impact of specific policy changes. For this analysis, we use a multinomial logit model to estimate how many ADUs might be created in each alternative and to observe how the potential impacts might vary by neighborhood and parcel size.<sup>8</sup>

The multinomial logit model is applied to existing data to estimate the parcel-year probability of four key outcomes: 1) adding an AADU, 2) adding a DADU, 3) demolishing the home and rebuilding, or 4) doing nothing.<sup>9</sup> Since options 1 and 2 are mutually exclusive under the existing policy and, in application, generally not reversible, we model them as a permanent change in the property characteristics, while option 3 is an annual dichotomous event.

We applied this model to all parcels in single-family use in the study area. To estimate each parcel's outcome in a given year, we analyzed King County Assessor's data and City of Seattle permit data for 2010-2017. These sources provided us with parcel characteristics, building characteristics, and information about when properties added ADUs or were redeveloped. We analyzed the effect of:

- Neighborhood
- Topography
- Square footage of total living space (before a teardown, if applicable)

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8 The multinomial logit is a very powerful choice model used in a wide variety of applications. As with any modeling approach, however, underlying assumptions and availability of data limit the ability to interpret the results. We discuss limitations and caveats throughout this section, as appropriate.

9 The probability of an individual property choosing one of these outcomes is calculated relative to a reference category (in this analysis, the no-action alternative), and is:

$$\ln\left(\frac{\pi_{ij}}{\pi_{i0}}\right) = \alpha_j + \beta_j x'_i,$$

where  $\alpha_j$  is the intercept term and  $\beta_j$  is a vector of regression coefficients for alternatives  $j = \text{AADU, DADU, teardown}$ . Due to data limitations, we are unable to model the full suite of choice alternatives represented in Exhibit A-2.

- Square footage of total living space after a teardown (if applicable)<sup>10</sup>
- Age of the home (before a teardown, if applicable)
- Whether the home has a daylight basement
- Number of bedrooms
- Assessed condition of the home
- Whether the lot size allows for a legal DADU
- Total regional employment of the year (PSRC 2015)

To focus on the relevant policies in question, we excluded properties with a lot size greater than one-half acre and properties where the total living area is less than 180 square feet, resulting in a total of 112,104 parcels. Our historical analysis covered 2010 (the first year the City allowed DADUs citywide) through 2017. During that period, 515 properties in the study area added AADUs, 449 properties added DADUs, and 1,803 homes were torn down and rebuilt.

For the FEIS, we updated the multinomial logit model to reflect owner-occupancy restrictions on the creation of ADUs. Under current Land Use Code regulations, only owner-occupied properties can have an ADU. This owner-occupancy requirement, which would be removed in Alternative 2 and the Preferred Alternative, limits the number of properties eligible to add an ADU. To estimate owner-occupancy for each parcel in the study area, we used the following data sources and assumptions. Each step is sequential and applies only to parcels not identified as renter- or owner-occupied in previous steps.

- 1 **Presence of legal ADU.** If the property has a permitted ADU, we assume that it is owner occupied.
- 2 **Rental Registration & Inspection Ordinance (RRIO) database.** If the property is registered with the City under RRIO, we assume that it is renter occupied.
- 3 **Property tax addresses from King County Assessor.** If the taxpayer address matches the property address, we assume that it is owner occupied. Otherwise, we assume that it is renter occupied.

Using these assumptions yields an estimate that 80 percent of properties in the study area are owner occupied. This is similar to the 81 percent owner-occupancy rate estimated by the U.S. Census for single-family detached homes in Seattle.

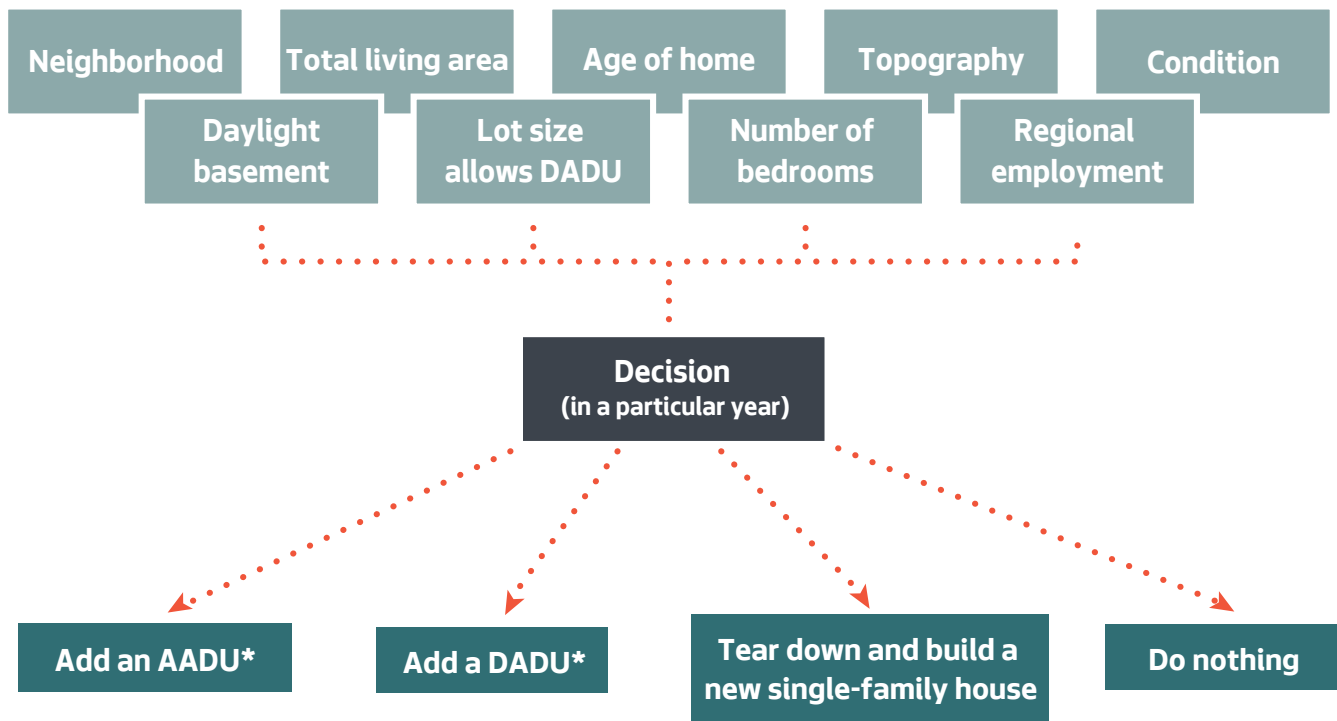
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<sup>10</sup> For estimation, both measures of square feet of total living areas were logged to limit the impact of a small number of very large homes.

## Baseline Model Results: What Characteristics Influence the Likelihood of Adding an ADU?

The multinomial logit model analyzes the relative effect of each variable on each outcome (AADU, DADU, teardown, or no action).

**Exhibit A-20** Decision Path for Multinomial Logit Model



\*Possible only if the property has no existing ADUs and is owner-occupied.

Exhibit A-21 shows the baseline model results for 2010-2017. The coefficients for each variable can be interpreted by their sign (positive or negative) and magnitude relative to other coefficients within each alternative. Neighborhoods are treated as fixed effects, so their coefficients should be compared to other neighborhoods within the same alternative. A negative coefficient for any variable indicates that it reduces the likelihood of that outcome.

Exhibit A-21 Baseline Multinomial Logit Model Results

	AADU		DADU		Teardown	
	Coefficient	Std. Err.	Coefficient	Std. Err.	Coefficient	Std. Err.
Ballard	<del>0.12</del> <u>-0.23</u>	0.52	<del>14.89</del> <u>13.09</u>	<del>783.42</del> <u>369.31</u>	<del>-0.44</del> <u>-0.37</u>	<del>0.40</del> <u>0.52</u>
Beacon Hill	<del>0.80</del> <u>0.51</u>	0.52	<del>14.54</del> <u>12.89</u>	<del>783.42</del> <u>369.31</u>	<del>-0.53</del> <u>-0.44</u>	<del>0.41</del> <u>0.53</u>
Capitol Hill/Eastlake	<del>0.14</del> <u>-0.25</u>	0.51	<del>15.15</del> <u>13.39</u>	<del>783.42</del> <u>369.31</u>	<del>-1.26</del> <u>-1.30</u>	<del>0.41</del> <u>0.53</u>
Central	<del>1.21</del> <u>0.98</u>	<del>0.51</del> <u>0.51</u>	<del>14.73</del> <u>13.06</u>	<del>783.42</del> <u>369.31</u>	<del>-0.28</del> <u>-0.24</u>	<del>0.41</del> <u>0.53</u>
Greenlake/Wallingford	<del>1.00</del> <u>0.73</u>	<del>0.51</del> <u>0.51</u>	<del>14.66</del> <u>12.96</u>	<del>783.42</del> <u>369.31</u>	<del>-0.59</del> <u>-0.57</u>	<del>0.39</del> <u>0.51</u>
Madison/Leschi	<del>0.15</del> <u>-0.07</u>	0.51	<del>15.10</del> <u>13.43</u>	<del>783.42</del> <u>369.31</u>	<del>-0.52</del> <u>-0.51</u>	<del>0.40</del> <u>0.52</u>
Magnolia	<del>0.01</del> <u>-0.25</u>	0.51	<del>14.42</del> <u>12.65</u>	<del>783.42</del> <u>369.31</u>	<del>-0.47</del> <u>-0.45</u>	<del>0.39</del> <u>0.52</u>
North Seattle	<del>0.39</del> <u>0.12</u>	<del>0.50</del> <u>0.51</u>	<del>14.74</del> <u>13.04</u>	<del>783.42</del> <u>369.31</u>	<del>-0.10</del> <u>0.02</u>	<del>0.39</del> <u>0.51</u>
Queen Anne	<del>0.41</del> <u>0.13</u>	0.51	<del>14.96</del> <u>13.32</u>	<del>783.42</del> <u>369.31</u>	<del>-0.95</del> <u>-0.99</u>	<del>0.40</del> <u>0.52</u>
Rainier Valley	<del>0.60</del> <u>0.29</u>	0.51	<del>14.23</del> <u>12.51</u>	<del>783.42</del> <u>369.31</u>	<del>-0.64</del> <u>-0.50</u>	<del>0.39</del> <u>0.51</u>
University	<del>0.44</del> <u>0.12</u>	0.51	<del>14.71</del> <u>13.01</u>	<del>783.42</del> <u>369.31</u>	<del>-0.36</del> <u>-0.34</u>	<del>0.39</del> <u>0.51</u>
West Seattle	<del>0.28</del> <u>0.00</u>	0.51	<del>14.28</del> <u>12.55</u>	<del>783.42</del> <u>369.31</u>	<del>-0.18</del> <u>-0.09</u>	<del>0.39</del> <u>0.51</u>
White Center	<del>0.96</del> <u>0.65</u>	0.52	<del>13.23</del> <u>11.49</u>	<del>783.42</del> <u>369.31</u>	<del>-0.01</del> <u>0.29</u>	<del>0.42</del> <u>0.53</u>
Topography	<del>0.10</del> <u>0.13</u>	0.07	<del>-0.36</del> <u>-0.29</u>	<del>0.12</del>	<del>0.00</del> <u>-0.08</u>	<del>0.08</del> <u>0.09</u>
Ln of square feet of total living area	<del>1.76</del> <u>1.44</u>	<del>0.77</del> <u>0.78</u>	<del>0.63</del> <u>0.48</u>	<del>0.51</del>	<del>-2.43</del> <u>-2.40</u>	<del>0.07</del> <u>0.08</u>
Ln of square feet of total living area (new)	<del>-0.10</del> <u>-0.05</u>	<del>0.77</del> <u>0.78</u>	<del>-1.46</del> <u>-1.53</u>	<del>0.50</del>	<del>4.75</del> <u>4.94</u>	<del>0.07</del> <u>0.08</u>
Age of home (before teardown)	0.01	0.00	0.02	<del>0.00</del>	0.02	0.00
Daylight basement	0.51	0.05	<del>-0.41</del> <u>0.38</u>	<del>0.09</del>	<del>-0.44</del> <u>-0.47</u>	<del>0.07</del> <u>0.08</u>
Number of bedrooms	<del>0.21</del> <u>0.32</u>	0.02	<del>-0.47</del> <u>-0.46</u>	<del>0.04</del>	<del>-0.20</del> <u>-0.19</u>	<del>0.03</del> <u>0.04</u>
Assessed condition	<del>0.27</del> <u>0.22</u>	0.03	<del>0.11</del> <u>0.03</u>	<del>0.04</del>	<del>-0.89</del> <u>-0.94</u>	0.05
Lot size allows legal DADU	<del>0.00</del> <u>-0.03</u>	0.07	<del>1.75</del> <u>1.76</u>	<del>0.11</del>	<del>-0.52</del> <u>-0.60</u>	<del>0.07</del> <u>0.08</u>
Regional total employment	0.00	0.00	0.00	0.00	<del>0.00</del> <u>0.00</u>	<del>0.00</del> <u>0.00</u>
Intercept	<del>-31.63</del> <u>-29.27</u>	<del>0.84</del> <u>0.86</u>	<del>-27.81</del> <u>-23.84</u>	<del>783.42</del>	<del>-23.32</del> <u>-23.52</u>	<del>0.82</del> <u>0.98</u>

Note Estimates significant at the 95% level are in **bold**. Values are rounded to two decimal points.

Every variable has a coefficient, but not all variables have a predictive effect on the outcome. We measure this using the standard error associated with each coefficient. Interpret the coefficient as the average effect of the variable. A small standard error relative to the coefficient indicates that the variable has strong predictive power. To interpret results, it is common to define a threshold of "statistical significance" to determine whether a variable has an effect. We use the common (and fairly restrictive) 95 percent confidence level, indicated in bold in the tables below. Any coefficient in bold can be interpreted as having an effect on the probability of the outcome, while any coefficient not in bold can be interpreted as having an effect that is not different than zero.

For example, homes in Capitol Hill/Eastlake are less likely to be torn down than similar homes in other neighborhoods, ~~while homes in the Central Area are more likely than similar homes in other neighborhoods to add an AADU.~~

~~The results broadly match our understanding of past ADU production in Seattle. The neighborhood covariates indicate that AADUs are relatively more likely to occur in the Central and Greenlake/Wallingford neighborhoods, while teardowns are relatively less likely to occur in the Capital Hill/Eastlake and Queen Anne neighborhoods. Most neighborhoods do not have a significant effect on the likelihood of an AADU, DADU, or teardown, indicating that structural and lot-specific characteristics have a greater impact than unobservable neighborhood characteristics.~~

If a property has been identified by the assessor as not being flat (i.e., topography), it is relatively less likely to have a DADU built upon it. Older homes are more likely add an ADU or be torn down than newer homes. Homes with more bedrooms and with a daylight basement are more likely to get an AADU, while smaller homes and those without a daylight basement are more likely either to get a DADU or to be torn down. Homes in better condition are more likely to have an AADU ~~or DADU~~ added, while homes in worse condition are more likely to be torn down.

Several of these results indicate that a tradeoff is occurring between DADUs and teardowns. The presence of a lot over 4,000 square feet (on which adding a DADU is legal) makes a DADU more likely and a teardown less likely (with no effect on AADUs). Additionally, the total square footage variables indicate that ~~larger homes are more likely to get an AADU, while~~ smaller homes are more likely to be torn down. This indicates that homeowners seeking to expand their living space are deciding between tearing down the home or adding an ADU.

## Forecasting Future ADU Production in Alternative 1 (Baseline)

The above analysis evaluates all parcel-level decisions that occurred from 2010 through 2017. To estimate what decisions will be made over the next 10 years (from 2018 to 2027), we must forecast how the underlying variables will change during that period, including changes in the regional economy and the ages of individual homes. We implement this in the model by updating the variables for age of the home and regional total employment and recalculating parcel-level probabilities.

To predict the share of homes in 2027 that will have added an ADU or been torn down and rebuilt in the preceding 10 years, we update the age of the home to reflect the age of the home in 2027. For regional total employment over the forecast period, we use PSRC's 2015 Regional Macroeconomic Forecast for that year. Due to the positive effect of both age of the home and regional total employment on AADUs, DADUs, and teardowns, we see an increase in all three outcomes, at an increasing rate, by 2027.

## Evaluating the Potential Impacts of Alternatives 2 and 3 and the Preferred Alternative on ADU Production

We also use the multinomial logit model to estimate the potential effects of each action alternative. Where a proposed policy change modifies a variable in the model, we update that value in the data to reflect the change and recalculate new probabilities for each alternative. (This resembles the approach used to predict changes over time.) Based on the proposed Land Use Code changes under consideration, we manipulate two elements in the forecast model:

- **Change in the minimum lot size requirement for adding a DADU.** In Alternatives 2 and 3 and the Preferred Alternative, we modify the "Legal DADU" variable from zero to one for all properties with a minimum lot size of 3,200 square feet (as opposed to 4,000 square feet in Alternative 1).
- **Change in the maximum floor area ratio for new construction.** In Alternative 3 and the Preferred Alternative, the "square footage total living area (for new construction)" variable is capped to a FAR limit of 0.5 or 2,500 square feet, whichever is greater.

In this Final EIS, we also modify the universe of parcels eligible to add ADUs. For Alternative 2 and the Preferred Alternative, which remove the

owner-occupancy requirement, we apply the ADU forecast model to all parcels in the study area, including renter-occupied properties.

We evaluate the impacts of these changes for the 10-year forecast period (2018-2027). Since these policy scenarios affect variables relevant only for the DADU and teardown options, we see the largest changes in those outcomes.

Note that some of the proposed changes in Alternatives 2 and 3 and the Preferred Alternative are not reflected in the available parcel-level data. These include changes to owner occupancy, maximum household size, parking requirements, maximum DADU size, and DADU construction cost. To the extent that any of these policy proposals affect the likelihood that a parcel has a particular development outcome, those effects are not captured in the forecast model. To compensate for this limitation and establish a reasonable upper bound for the potential number of ADUs created, we adjust these estimates based on the results from the pro forma analysis. This adjustment process is described in detail in the Results section. This accounts for the potential impact of policy changes that we cannot model while still using best available information on the potential impact of those policy changes that we can model.

### **Estimating the Number of Lots in Single-Family Zones Choosing to Add Two ADUs**

The multinomial logit model cannot predict the probability of events that do not appear in the historical dataset — namely, the construction of two ADUs on one lot. To estimate the number of lots that might have two ADUs under Alternatives 2 and 3 and the Preferred Alternative, we use a different approach that estimates the total demand for ADUs, without constraining parcels to the variations that are currently legal.

To estimate the total demand for ADUs, we use the same data and variables<sup>11</sup> from the multinomial logit choice model but instead apply a count data model. For each year in the historical data (2010-2017), we predict the number of ADUs constructed in the study area. Although each parcel in the data only has one ADU, the count data model allows us to relax this constraint and assume that each parcel could have multiple

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<sup>11</sup> Although specifications with different sets of variables might provide a better fit to the data for the count data model, we chose to use an identical specification to the multinomial logit model to simplify comparison.

ADUs.<sup>12</sup> Each variable now predicts the likelihood that any given parcel will have one or more ADUs. When applied to the 2010-2017 data, this model predicts the same number of ADUs that were actually built over that period. However, when modified to evaluate the impact of the different policy alternatives, the model predicts the unconstrained total number of ADUs added in a given year.

Because lots with multiple ADUs do not exist in the historical data, this modeling approach depends more on underlying assumptions. Of the several different modeling approaches available, we opted to use the common Poisson distribution because it applies a simplified set of underlying assumptions that match what we know about ADU production.<sup>13</sup> The Poisson distribution assumes the following characteristics:

- **The event can be counted in whole numbers (e.g., 0, 1, 2).** This assumption is appropriate because it is not possible to build fractional ADUs.
- **Each event occurs independently of other events.** Adding an ADU on one parcel does not affect the probability of adding an ADU on any other parcel.
- **The probability that an event will occur is relatively small.** This assumption is consistent with historic data on rates of ADU production.

Exhibit A-22 shows the results of the ADU count model for 2010-2017.

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<sup>12</sup> Although only one event,  $Y$ , occurs for each parcel, we assume that the number of ADUs per parcel is an integer value  $y = 0, 1, 2, \dots$  and has a Poisson distribution with probability:

$$\Pr\{Y = y\}_i = \frac{e^{-\beta_j x'_i} (\beta_j x'_i)^y}{y!}.$$

<sup>13</sup> Other count data models include negative binomial and zero inflated Poisson. Although each model carries a slightly different set of underlying assumptions, it is unlikely that using a different model would change the overall scale of results or our conclusions.

Exhibit A-22 Baseline Poisson Model Results

	Coefficient	Standard Error
Ballard	<del>1.38</del> <u>1.14</u>	1.01
Beacon Hill	<del>1.06</del> <u>0.93</u>	<del>1.02</del> <u>1.01</u>
Capitol Hill/Eastlake	<del>1.71</del> <u>1.42</u>	1.01
Central	<del>1.86</del> <u>1.73</u>	1.01
Greenlake/Wallingford	<del>1.62</del> <u>1.43</u>	1.00
Madison/Leschi	<del>1.33</del> <u>1.15</u>	1.02
Magnolia	<del>0.82</del> <u>0.62</u>	1.01
North Seattle	<del>0.89</del> <u>0.74</u>	1.00
Queen Anne	<del>1.77</del> <u>1.56</u>	1.01
Rainier Valley	<del>0.85</del> <u>0.67</u>	1.01
University	<del>1.11</del> <u>0.92</u>	1.01
West Seattle	<del>0.82</del> <u>0.63</u>	1.00
White Center	<del>0.26</del> <u>0.12</u>	1.03
Topography	0.04	0.11
<del>Ln of square feet of total living area</del>	<del>-2.04</del>	<del>0.16</del>
Ln of square feet of total living area (new)	<del>1.74</del> <u>-0.22</u>	<del>0.15</del> <u>0.11</u>
Age of home (before teardown)	-0.01	0.00
Daylight basement	<del>-0.02</del>	0.08
Number of bedrooms	<del>0.06</del>	0.04
Assessed condition	<del>0.29</del> <u>-0.19</u>	0.05
Lot size allows legal DADU	<del>0.82</del> <u>0.79</u>	0.11
Regional total employment	0.00	0.00
Intercept	<del>-12.92</del> <u>-12.25</u>	<del>1.34</del> <u>1.35</u>

Note Estimates significant at the 95% level are in **bold**. Values are rounded to two decimal points.

The magnitude, sign, and significance of coefficients can be interpreted similarly to the multinomial logit model above. Because this model does not fully represent all the choice alternatives (i.e., it does not include teardowns), some of these results are somewhat less intuitive than the forecast model results. However, consistent with the multinomial logit estimates, the assessed condition, the legality of a DADU, and regional

total employment all positively affect the number of ADUs demanded on a parcel. The coefficients on total living area mirror the sign and magnitude of the coefficients on teardowns in the previous model, but they contrast with the ADU coefficients. This likely reflects the effect of not including teardowns in the model.

To estimate the latent demand for ADUs, we calculate the probability that an additional ADU (of any type) is added to a particular parcel for each year. The cumulative probability for the 2018-2027 period reflects the total number of ADUs demanded. Since the multinomial logit model predicts whether an ADU will be added at the parcel level, we subtract the number of AADUs and DADUs the multinomial logit model predicts from the total demand for ADUs to generate an estimate of the number of ADUs that would exist without the single ADU constraint present in Alternative 1 and in the existing data.

$$\begin{aligned}
 & \text{Unconstrained total demand for ADUs (Poisson probability model)} - \\
 - & \text{Predicted number of parcels with one AADU or one DADU (multinomial logit model)} \\
 = & \text{Predicted number of additional ADUs in Alternatives where two ADUs are legal}
 \end{aligned}$$

Using these results, we then estimate for each alternative from 2018 to 2027:

- The total number of ADUs built in each alternative
- The number of parcels that build at least one ADU
- The number of parcels that build exactly one AADU
- The number of parcels that build exactly one DADU
- The number of parcels that build two ADUs

The approach relies on a number of assumptions, including the same caveats described above in modeling different policy scenarios. Because two ADUs are not currently legal, we have no historical information to use in predicting future production. We can also interpret (and if necessary adjust) the resulting estimates in the context of our real estate pro forma analysis of highest and best use.

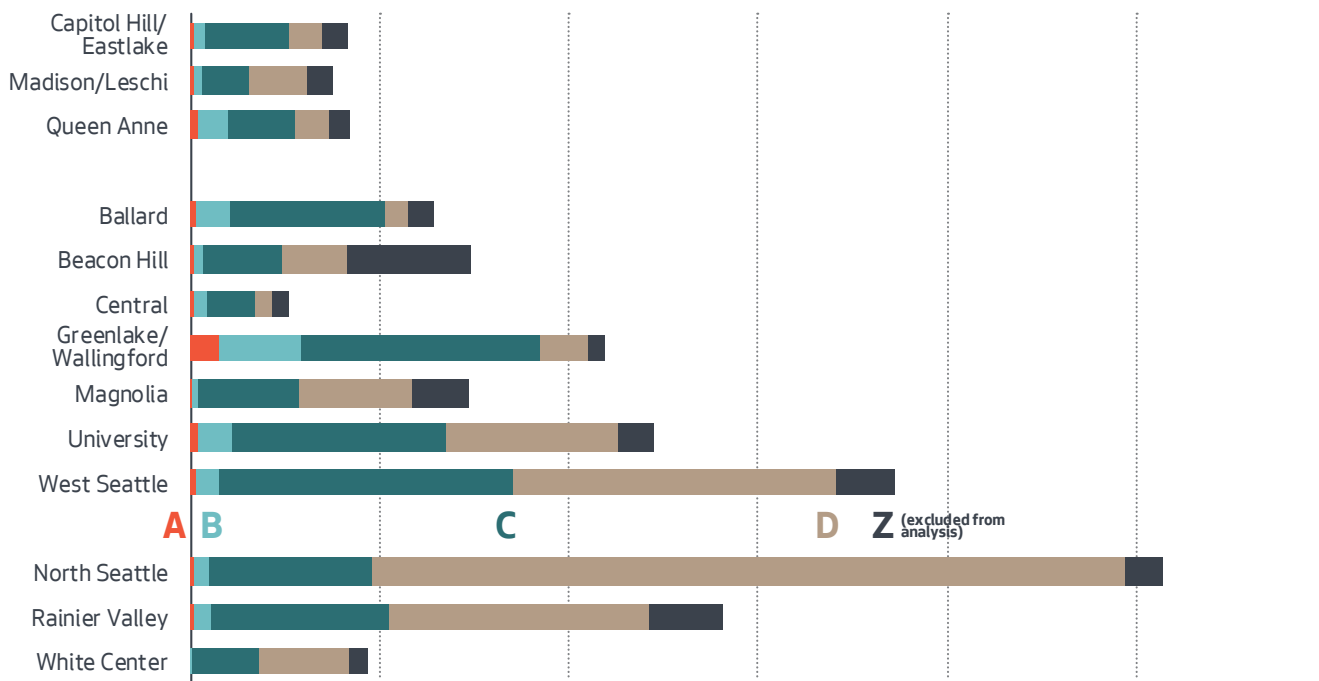
## A.4 Findings and Discussion

### PARCEL TYPOLOGY BY NEIGHBORHOOD

We present the analysis results in this section by parcel typology and neighborhood cost profile. To interpret the results of the financial pro-forma analysis and the econometric forecast model for specific neighborhoods, we need to know how common each parcel type is in each neighborhood. Exhibit 22 and Exhibit 23 show the number and percentage of each parcel type by neighborhood.

#### Exhibit A-23 Frequency of Parcel Types by Neighborhood

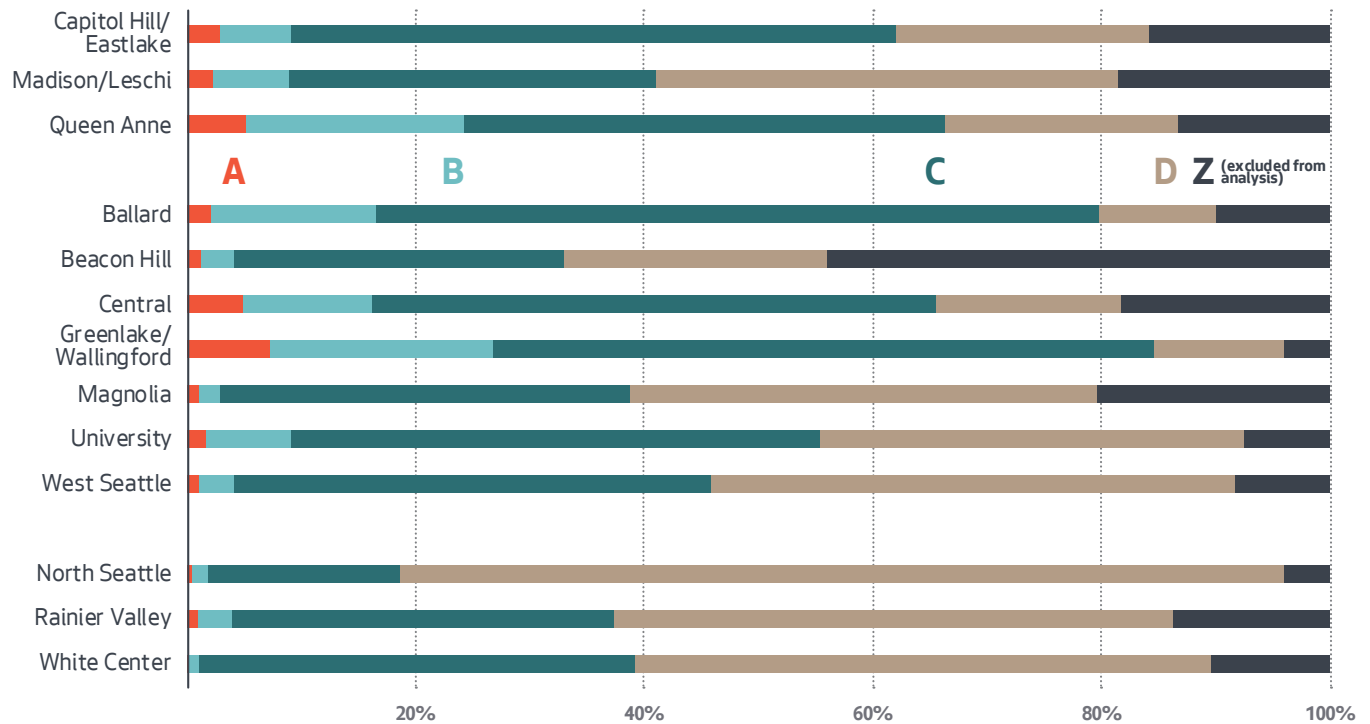
Source: ECONorthwest analysis of King County Assessor data.



**Notes** This exhibit shows all parcels in the study area. Type A consists of parcels between 3,200 and 3,499 square feet. Type B consists of parcels between 3,500 and 3,999 square feet. Type C consists of parcels between 4,000 and 5,999 square feet. Type D consists of parcels larger than 6,000 square feet. Parcels that are smaller than 3,200 square feet, have a restrictive size or shape, have restricted access, or do not have a single-family use are considered Type Z and were excluded from the analysis.

## Exhibit A-24 Share of Parcel Types by Neighborhood

Source: ECONorthwest analysis of King County Assessor data.



Note See Exhibit A-23.

## HIGHEST AND BEST USE ANALYSIS

The highest and best use analysis described earlier results in estimates of residual land value for each development outcome for every combination of neighborhood profile, parcel type, and alternative. Higher relative residual land values indicate that a developer could afford to spend more for the land while still covering costs and making a profit. The development outcome and valuation option with the highest residual land value is considered the highest and best use.

Overall, the estimates of highest and best use vary depending on the size of the parcel, the neighborhood, and the alternative. The following section summarizes results for each alternative. For each alternative, we summarize the residual land value results in several ways:

- Estimate of highest and best use (i.e., most feasible outcome)
- Relative feasibility of keeping house with no ADUs, keeping house and adding ADU(s), tearing down house and rebuilding without ADUs, and tearing down house and rebuilding with ADU(s)

- Relative feasibility of outcomes with one AADU, one DADU, two ADUs, or no ADUs
- Relative feasibility of different valuation options
- Relative feasibility of teardowns compared to keeping the existing house

The results presented here should not be interpreted as a determination of what will happen on any given parcel. Instead, this is an analysis of relative feasibility in cases where profit maximization is the only goal and where parcel and market conditions match our prototypes. The outcome for any specific parcel might differ for the reasons we stated previously.

### Alternative 1 (No Action)

Alternative 1 represents existing conditions. Exhibit 24 summarizes pro forma results for Alternative 1.

**Exhibit A-25** Alternative 1 Estimates of Highest and Best Use

Parcel type	Higher	Medium	Lower
<b>A</b>	<b>Build new house, as large as possible, no ADUs</b>	<b>Build new house, as large as possible, no ADUs</b>	<i>Keep house, convert basement to AADU, long-term rental</i>
<b>B</b>	<b>Build new house, as large as possible, no ADUs</b>	<b>Build new house, as large as possible, no ADUs</b>	<i>Keep house, convert basement to AADU, long-term rental</i>
<b>C</b>	<b>Build new house, as large as possible, no ADUs</b>	<b>Build new house, as large as possible, no ADUs</b>	<i>Keep house, convert basement to AADU</i>
<b>D</b>	<i>Keep house, convert basement to AADU</i>	<i>Keep house, convert basement to AADU, long-term rental</i>	<i>Keep house, convert basement to AADU</i>

**Bold text** indicates teardown and new construction.

*Italicized text* indicates keeping the existing house.

Gold highlight indicates that the highest residual land value results from valuing the parcel based on the for-sale price of the main house and the long-term rental income from the ADU.

No highlight indicates the highest residual land value results from valuing the parcel based on the combined for-sale price of the main house and ADU(s).

For small- and medium-sized parcels (A, B, C) in higher- and medium-price neighborhoods, the highest residual land value results from demolishing the existing structure and rebuilding the largest possible house (i.e.,

McMansion).<sup>14</sup> For larger parcels (D) and for all parcel sizes in lower-price neighborhoods, the highest residual land value results from keeping the existing house and adding an AADU.

However, these top-line results do not account for the relative feasibility among different outcomes. In some cases, the second-most feasible option may have a residual land value very similar to the most feasible option, which should be taken into consideration when interpreting results. Exhibit 25 shows the maximum residual land value of four key categories of outcomes.

By comparing the residual land values in Exhibit 25, we can evaluate the relative feasibility of the major categories of outcomes. Similar residual land values indicate that those outcomes are similarly feasible. For example, for type D parcels in medium-price neighborhoods, the maximum residual land value is \$115 for outcomes with one AADU and \$114 for teardown outcomes with no ADUs. Although Exhibit 24 indicates that one AADU is the highest and best use, the values in Exhibit 25 suggest that the two outcomes have similar feasibility.

The results shown in Exhibit A-26 indicate that tearing down and rebuilding with an AADU and/or DADU is the least feasible option for nearly all parcel sizes and neighborhoods. For all parcel types in higher- and medium-price neighborhoods, the two most feasible options are building a new house with no ADUs and keeping the house and adding an ADU. (In lower-price neighborhoods, the two most feasible options are keeping the house with and without adding ADUs.) In general, teardown scenarios are relatively more feasible in higher- and medium-price neighborhoods.

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<sup>14</sup> This section uses the following descriptions of parcel sizes:

**Small** parcel types A and B

**Medium** parcel type C

**Large** parcel type D

**Exhibit A-26** Relative Feasibility of Key Development Outcomes for Alternative 1

	Keep house, no ADUs	Keep house, add ADU(s)	Tear down, rebuild with no ADUs	Tear down, rebuild with ADU(s)
<b>Higher</b>				
<b>A</b>	\$234	<del>\$261</del> <b>\$262</b>	<b>\$299</b>	<del>\$214</del> <b>\$206</b>
<b>B</b>	\$213	<del>\$243</del> <b>\$244</b>	<b>\$291</b>	<del>\$206</del> <b>\$199</b>
<b>C</b>	\$172	\$203	<b>\$218</b>	<del>\$159</del> <b>\$183</b>
<b>D</b>	\$126	<b>\$151</b>	<del>\$151</del> <b>\$151</b>	<del>\$110</del> <b>\$127</b>
<b>Medium</b>				
<b>A</b>	\$191	\$216	<b>\$225</b>	<del>\$147</del> <b>\$141</b>
<b>B</b>	\$174	<del>\$199</del> <b>\$200</b>	<b>\$219</b>	<del>\$143</del> <b>\$137</b>
<b>C</b>	\$134	\$156	<b>\$164</b>	<del>\$110</del> <b>\$133</b>
<b>D</b>	\$98	<del>\$115</del> <b>\$116</b>	\$114	<del>\$76</del> <b>\$92</b>
<b>Lower</b>				
<b>A</b>	\$154	<b>\$162</b>	\$133	<del>\$63</del> <b>\$59</b>
<b>B</b>	\$140	<del>\$148</del> <b>\$149</b>	\$130	<del>\$64</del> <b>\$61</b>
<b>C</b>	\$109	<del>\$122</del> <b>\$123</b>	\$97	<del>\$48</del> <b>\$71</b>
<b>D</b>	\$80	<b>\$91</b>	\$67	<del>\$33</del> <b>\$49</b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

Exhibit A-27 presents the residual land value results differently, by showing the number and type of ADUs added. For all neighborhoods and parcel sizes in higher- and medium-price neighborhoods, development outcomes that adding exactly one DADU is the least feasible development outcome. In lower-price neighborhoods, adding one DADU is less feasible than AADU outcomes but more feasible than outcomes with only a main house. On average, the maximum residual land value for an outcome of one DADU is 25 10 percent less than the most profitable outcomes. In general, outcomes with only a main house (whether new or preserved) and outcomes with one AADU are closer in feasibility. AADUs are generally more feasible on large parcels (type D) and in lower-price neighborhoods.

**Exhibit A-27** Relative Feasibility of Different ADU Configurations for Alternative 1

	Max RLV of outcomes with 1 DADU	Max RLV of outcomes with 1 AADU	Max RLV of outcomes with 2 ADUs	Max RLV of outcomes with main house only
<b>Higher</b>				
<b>A</b>	n/a	<del>\$261</del> <u>\$261</u>	n/a	<b>\$299</b>
<b>B</b>	n/a	<del>\$243</del> <u>\$244</u>	n/a	<b>\$291</b>
<b>C</b>	<del>\$160</del> <u>\$190</u>	\$203	n/a	<b>\$218</b>
<b>D</b>	<del>\$117</del> <u>\$138</u>	<b>\$151</b>	n/a	<del>\$151</del> <b>\$151</b>
<b>Medium</b>				
<b>A</b>	n/a	\$216	n/a	<b>\$225</b>
<b>B</b>	n/a	<del>\$199</del> <u>\$200</u>	n/a	<b>\$219</b>
<b>C</b>	<del>\$118</del> <u>\$145</u>	\$156	n/a	<b>\$164</b>
<b>D</b>	<del>\$87</del> <u>\$106</u>	<del>\$115</del> <b>\$116</b>	n/a	\$114
<b>Lower</b>				
<b>A</b>	n/a	<b>\$162</b>	n/a	\$154
<b>B</b>	n/a	<del>\$148</del> <b>\$149</b>	n/a	\$140
<b>C</b>	<del>\$88</del> <u>\$115</u>	<del>\$122</del> <b>\$123</b>	n/a	\$109
<b>D</b>	<del>\$65</del> <u>\$84</u>	<b>\$91</b>	n/a	\$80

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

For any given development outcome, the property owner could decide to rent or sell. For a profit-maximizing owner, this decision will be influenced by the relative strengths of the rental and for-sale markets. Exhibit A-28 shows the relative feasibility of different valuation options. For all neighborhoods and parcel sizes, a house with no ADUs operated as a long-term rental is the least feasible option. On average, the maximum residual land value for an all-rental development outcome is 49 percent less than the most profitable outcome. This suggests that single-family homes are more valuable as for-sale products than as rental products. Treating the entire property (including any ADUs) as one large, for-sale unit is the most profitable outcome for most combinations of parcel type and neighborhood, except for small parcels in lower-price neighborhoods and large parcels in medium-price neighborhoods. In other words, the

estimated rental income stream from the ADU less valuable than the additional sales price that comes from having more square footage.

**Exhibit A-28** Relative Feasibility of Valuation Options for Alternative 1

	Main unit as long-term rental (no ADUs)	Main unit for sale, ADU as long-term rental	Main unit for sale, ADU as short-term rental	Entire property for sale
<b>Higher</b>				
<b>A</b>	\$120	<del>\$260</del> <b>\$261</b>	<del>\$247</del> <b>\$249</b>	<b>\$299</b>
<b>B</b>	\$109	\$240	<del>\$220</del> <b>\$221</b>	<b>\$291</b>
<b>C</b>	\$92	\$196	\$175	<b>\$218</b>
<b>D</b>	\$67	\$145	<del>\$126</del> <b>\$127</b>	<b>\$151</b>
<b>Medium</b>				
<b>A</b>	\$114	\$216	\$197	<b>\$225</b>
<b>B</b>	\$103	<del>\$199</del> <b>\$200</b>	\$175	<b>\$219</b>
<b>C</b>	\$87	\$156	\$134	<b>\$164</b>
<b>D</b>	\$64	<del>\$115</del> <b>\$116</b>	\$98	\$114
<b>Lower</b>				
<b>A</b>	\$99	<b>\$162</b>	\$161	\$154
<b>B</b>	\$90	<del>\$148</del> <b>\$149</b>	<del>\$142</del> <b>\$143</b>	\$140
<b>C</b>	\$76	\$117	\$109	<del>\$122</del> <b>\$123</b>
<b>D</b>	\$56	\$86	\$80	<b>\$91</b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

1 This valuation option evaluates the feasibility of renting out every unit on the lot. For Alternative 1 (No Action), it is not legal to rent a house and an ADU on the same lot due to the owner-occupancy requirement. As a result, this valuation option applies only to development outcomes with a main house and no ADUs.

Exhibit 28 shows the relative feasibility of outcomes with a new house compared to outcomes that retain the existing house. In all neighborhood profiles, new construction is relatively more feasible on small and medium parcel sizes. These results indicate that new construction is more feasible in higher- and medium-price neighborhoods than in lower-price neighborhoods.

**Exhibit A-29** Relative Feasibility of New Construction for Alternative 1

	Tear down and rebuild	Keep existing house
<b>Higher</b>		
<b>A</b>	<b>\$299</b>	<del>\$261</del> <u>\$262</u>
<b>B</b>	<b>\$291</b>	<del>\$243</del> <u>\$244</u>
<b>C</b>	<b>\$218</b>	\$203
<b>D</b>	<del>\$151</del> <b>\$151</b>	<b>\$151</b>
<b>Medium</b>		
<b>A</b>	<b>\$225</b>	\$216
<b>B</b>	<b>\$219</b>	<del>\$199</del> <u>\$200</u>
<b>C</b>	<b>\$164</b>	\$156
<b>D</b>	\$114	<del>\$115</del> <u><b>\$116</b></u>
<b>Lower</b>		
<b>A</b>	\$133	<b>\$162</b>
<b>B</b>	\$130	<del>\$148</del> <u><b>\$149</b></u>
<b>C</b>	\$97	<del>\$122</del> <u><b>\$123</b></u>
<b>D</b>	\$67	<b>\$91</b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

## Alternative 2

Alternative 2 considers the a broadest range of Land Use Code changes to promote housing construction. These changes include allowing lots in single-family zones to have both an AADU and a DADU; removing the owner-occupancy requirement; removing the off-street parking requirement for ADUs; ~~reducing predevelopment costs for DADUs~~; and allowing DADUs on lots between 3,200 and 3,999 square feet.

Exhibit A-30 summarizes pro forma results for Alternative 2. ~~The most feasible outcomes in Alternative 2 resemble Alternative 1 (No Action), with a few exceptions.~~ In higher-price neighborhoods, the highest and best uses for medium and large parcel sizes shifts to keeping the house and adding two ADUs. For parcels where the highest and best use under Alternative 1 (No Action) is to keep the existing house and add an AADU, the most feasible use shifts ~~In addition, the highest and best use of large parcels (D) in medium-price neighborhoods changes from keeping the~~

existing house and adding one ADU to keeping the house and adding two ADUs. In Alternative 2, no combinations of parcel type and neighborhood result in a most feasible outcome of tearing down and rebuilding.

**Exhibit A-30** Alternative 2 Estimates of Highest and Best Use

Parcel type	Higher	Medium	Lower
<b>A</b>	<b>Build new house, as large as possible, no ADUs</b> <i>Keep house, convert basement to AADU, and add DADU</i>	<b>Build new house, as large as possible, no ADUs</b> <i>Keep house, convert basement to AADU, add DADU, long-term rental</i>	<i>Keep house, convert basement to AADU, add DADU, long-term rental</i>
<b>B</b>	<b>Build new house, as large as possible, no ADUs</b> <i>Keep house, convert basement to AADU, and add DADU</i>	<b>Build new house, as large as possible, no ADUs</b> <i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, add DADU, long-term rental</i>
<b>C</b>	<i>Keep house, convert basement to AADU, and add DADU</i>	<b>Build new house, as large as possible, no ADUs</b> <i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>
<b>D</b>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>

**Bold text** indicates teardown and new construction.

*Italicized text* indicates keeping the existing house.

**Gold highlight** indicates that the highest residual land value results from valuing the parcel based on the for-sale price of the main house and the long-term rental income from the ADU.

No highlight indicates the highest residual land value results from valuing the parcel based on the combined for-sale price of the main house and ADU(s).

Exhibit A-31 shows the maximum residual land value of four key categories of outcomes. Consistent with Alternative 1, outcomes that tear down the house and rebuild with one or more ADUs have the lowest residual land value in most combinations of parcel type and neighborhood. In higher- and medium-price neighborhoods, the analysis shows that Alternative 2 increases the relative feasibility of keeping the house and adding one or more ADUs (compared to Alternative 1). For larger parcels in higher-price neighborhoods, the maximum residual land value of adding ADUs to an existing house increases by approximately 10-14-25 percent. Medium-price neighborhoods see a smaller increase

(approximately five ~~7-20~~ percent for parcel types C and D) while lower-price neighborhoods see essentially ~~no~~ minimal change (0-4 percent).

**Exhibit A-31** Relative Feasibility of Key Development Outcomes for Alternative 2

	Keep house, no ADUs	Keep house, add ADU(s)	Tear down, rebuild with no ADUs	Tear down, rebuild with ADU(s)
<b>Higher</b>				
<b>A</b>	\$234	<del>\$262</del> <b>\$299</b>	<b>\$299</b>	<del>\$216</del> <b>\$218</b>
<b>B</b>	\$213	<del>\$265</del> <b>\$298</b>	<del>\$291</del> <b>\$291</b>	<del>\$207</del> <b>\$221</b>
<b>C</b>	\$172	<del>\$227</del> <b>\$253</b>	\$218	<del>\$157</del> <b>\$182</b>
<b>D</b>	\$126	<del>\$169</del> <b>\$187</b>	\$151	<del>\$109</del> <b>\$126</b>
<b>Medium</b>				
<b>A</b>	\$191	<del>\$216</del> <b>\$232</b>	<del>\$225</del> <b>\$225</b>	<del>\$149</del> <b>\$155</b>
<b>B</b>	\$174	<del>\$199</del> <b>\$221</b>	<del>\$219</del> <b>\$219</b>	<del>\$144</del> <b>\$159</b>
<b>C</b>	\$134	<del>\$163</del> <b>\$189</b>	<b>\$164</b>	<del>\$108</del> <b>\$134</b>
<b>D</b>	\$98	<del>\$122</del> <b>\$139</b>	\$114	<del>\$75</del> <b>\$93</b>
<b>Lower</b>				
<b>A</b>	\$154	<del>\$162</del> <b>\$170</b>	\$133	<del>\$65</del> <b>\$76</b>
<b>B</b>	\$140	<b>\$149</b>	\$130	<del>\$65</del> <b>\$81</b>
<b>C</b>	\$109	<del>\$123</del> <b>\$128</b>	\$97	<del>\$49</del> <b>\$73</b>
<b>D</b>	\$80	<del>\$91</del> <b>\$95</b>	\$67	<del>\$34</del> <b>\$51</b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

Exhibit A-32 shows the estimated maximum residual land value by number and location of ADUs for Alternative 2.

As in Alternative 1, outcomes with one DADU generally have lower residual land values than outcomes that result in one AADU, two ADUs, or a main house only. However, our analysis shows that the feasibility of DADU outcomes (as measured by absolute residual land value) increases in Alternative 2 relative to ~~the no-action alternative~~ Alternative 1 (No Action) for parcels in higher-price neighborhoods. ~~Higher-price neighborhoods show the largest potential increase in DADU residual land value (with about a six~~ three percent increase between Alternative 1 and

Alternative 2). Parcels in medium- and lower-price neighborhoods show more moderate changes in feasibility of approximately 2.3-2.7 percent.

Outcomes with one AADU and outcomes with only a main house show very small changes in feasibility (<0.2 percent) between Alternative 1 and Alternative 2 for all parcel sizes and neighborhoods.

One major policy change from Alternative 1 (No Action) to Alternative 2 is that a single lot can have two ADUs. Our analysis indicates that this is the most feasible outcome for nearly all parcel types and neighborhoods, especially on larger parcels in higher- and medium-price neighborhoods. In lower-price neighborhoods, the residual land value of two-ADU outcomes is very similar to the residual land value of AADU outcomes.

Similar to Alternative 1, outcomes with one AADU or outcomes with only a main house tend to have the highest feasibility. On average across all parcel types and neighborhoods, the residual land value of the best main house outcomes is about only five 10 percent less than the most feasible outcome overall. Compared to the most feasible outcome, residual land values for outcomes with one AADU are six 11 percent less, outcomes with two ADUs 10 percent less, and outcomes with a DADU 26 15 percent less.

One major policy change from Alternative 1 to Alternative 2 is that a single lot can have two ADUs. Our analysis indicates that this outcome is generally more feasible on larger parcels in higher- and medium-price neighborhoods. In lower-price neighborhoods, residual land value of two-ADU outcomes averages 18 percent less than the most feasible outcome overall.

**Exhibit A-32** Relative Feasibility of Different ADU Configurations for Alternative 2

	Max RLV of outcomes with 1 DADU	Max RLV of outcomes with 1 AADU	Max RLV of outcomes with 2 ADUs	Max RLV of outcomes with main house only
<b>Higher</b>				
<b>A</b>	\$223 <del>\$258</del>	<del>\$264</del> <del>\$262</del>	<del>\$262</del> <b>\$299</b>	<b>\$299</b>
<b>B</b>	<del>\$202</del> <del>\$235</del>	\$244	<del>\$265</del> <b>\$298</b>	<del>\$291</del> <del>\$291</del>
<b>C</b>	<del>\$170</del> <del>\$196</del>	\$203	<del>\$227</del> <b>\$253</b>	\$218
<b>D</b>	<del>\$124</del> <del>\$142</del>	\$151	<del>\$169</del> <b>\$187</b>	\$151
<b>Medium</b>				
<b>A</b>	<del>\$171</del> <del>\$207</del>	\$216	<del>\$194</del> <b>\$232</b>	<b>\$225</b>
<b>B</b>	<del>\$157</del> <del>\$189</del>	<del>\$199</del> <del>\$200</del>	<del>\$188</del> <b>\$221</b>	<del>\$219</del> <del>\$219</del>
<b>C</b>	<del>\$121</del> <del>\$145</del>	\$156	<del>\$163</del> <b>\$189</b>	<del>\$164</del> <del>\$164</del>
<b>D</b>	<del>\$89</del> <del>\$106</del>	\$116	<del>\$122</del> <b>\$139</b>	\$114
<b>Lower</b>				
<b>A</b>	<del>\$125</del> <del>\$161</del>	<del>\$162</del> <del>\$162</del>	<del>\$132</del> <b>\$170</b>	\$154
<b>B</b>	<del>\$115</del> <del>\$148</del>	<b>\$149</b>	<del>\$115</del> <del>\$148</del>	\$140
<b>C</b>	<del>\$91</del> <del>\$115</del>	<del>\$123</del> <del>\$123</del>	<del>\$102</del> <b>\$128</b>	\$109
<b>D</b>	<del>\$67</del> <del>\$84</del>	<del>\$91</del> <del>\$91</del>	<del>\$77</del> <b>\$95</b>	\$80

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

Exhibit A-33 shows the estimated relative feasibility of different valuation options in Alternative 2. For only ~~one~~ two parcel type does the most profitable valuation change between Alternative 1 and Alternative 2: type A and D parcels in medium-price neighborhoods. Treating the entire property (including any ADUs) as one large, for-sale unit continues to be the most profitable outcome for most variations, especially in higher-price neighborhoods.

Like Alternative 1, renting all units is the least profitable valuation option for all combinations of neighborhood and parcel type in Alternative 2. However, our analysis indicates that the relative feasibility of renting (as opposed to selling) increases between Alternatives 1 and 2 due to the removal of the owner-occupancy requirement for ADUs. In higher- and medium-price neighborhoods, the estimated residual land value of renting

increases by ~~21-24~~ 44-55 percent. In lower-price neighborhoods, the estimated increase is slightly less, at 11-14 26-36 percent.

**Exhibit A-33** Relative Feasibility of Valuation Options for Alternative 2

	All units as long-term rental	Main unit for sale, ADUs as long-term rental	Main unit for sale, one ADU as short-term rental	Entire property for sale
<b>Higher</b>				
<b>A</b>	\$155 <u>\$186</u>	\$260 <u>\$280</u>	\$247 <u>\$267</u>	<b>\$299</b>
<b>B</b>	\$140 <u>\$162</u>	\$240 <u>\$248</u>	\$221 <u>\$229</u>	<b>\$291 <u>\$298</u></b>
<b>C</b>	\$119 <u>\$138</u>	\$196 <u>\$204</u>	\$175 <u>\$184</u>	<b>\$227 <u>\$253</u></b>
<b>D</b>	\$89 <u>\$102</u>	\$145 <u>\$151</u>	\$126 <u>\$132</u>	<b>\$169 <u>\$187</u></b>
<b>Medium</b>				
<b>A</b>	\$144 <u>\$174</u>	\$216 <b><u>\$232</u></b>	\$197 <u>\$213</u>	<b>\$225 <u>\$225</u></b>
<b>B</b>	\$133 <u>\$148</u>	\$199 <u>\$201</u>	\$175 <u>\$177</u>	<b>\$219 <u>\$221</u></b>
<b>C</b>	\$113 <u>\$127</u>	\$156 <u>\$159</u>	\$134 <u>\$135</u>	<b>\$164 <u>\$189</u></b>
<b>D</b>	\$85 <u>\$94</u>	\$116 <u>\$118</u>	\$98	<b>\$122 <u>\$139</u></b>
<b>Lower</b>				
<b>A</b>	\$111 <u>\$134</u>	<b>\$162 <u>\$170</u></b>	\$161 <u>\$168</u>	\$154 <u>\$156</u>
<b>B</b>	\$103 <u>\$113</u>	<b>\$149</b>	\$142 <u>\$143</u>	\$140 <u>\$148</u>
<b>C</b>	\$87 <u>\$97</u>	\$117	\$109	<b>\$123 <u>\$128</u></b>
<b>D</b>	\$65 <u>\$71</u>	\$86	\$80	<b>\$91 <u>\$95</u></b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

Exhibit A-34 shows the estimated relative feasibility of new construction in Alternative 2. For ~~higher- and medium-price~~ all neighborhoods, the relative feasibility of keeping the existing house (as opposed to tearing it down) is higher in Alternative 2 than in Alternative 1. This change is largest for larger parcel sizes. Lower-price neighborhoods see ~~only a minimal~~ smaller (~~<0.2~~ ≤5 percent) change between Alternative 1 and Alternative 2.

**Exhibit A-34** Relative Feasibility of New Construction for Alternative 2

	Tear down and rebuild	Keep existing house
<b>Higher</b>		
<b>A</b>	<b>\$299</b>	<del>\$262</del> <b><u>\$299</u></b>
<b>B</b>	<del>\$291</del> <b><u>\$291</u></b>	<del>\$265</del> <b><u>\$298</u></b>
<b>C</b>	\$218	<del>\$227</del> <b><u>\$253</u></b>
<b>D</b>	\$151	<del>\$169</del> <b><u>\$187</u></b>
<b>Medium</b>		
<b>A</b>	<del>\$225</del> <b><u>\$225</u></b>	<del>\$216</del> <b><u>\$232</u></b>
<b>B</b>	<del>\$219</del> <b><u>\$219</u></b>	<del>\$199</del> <b><u>\$221</u></b>
<b>C</b>	<del>\$164</del> <b><u>\$164</u></b>	<del>\$163</del> <b><u>\$189</u></b>
<b>D</b>	\$114	<del>\$122</del> <b><u>\$139</u></b>
<b>Lower</b>		
<b>A</b>	\$133	<del>\$162</del> <b><u>\$170</u></b>
<b>B</b>	\$130	<del>\$148</del> <b><u>\$149</u></b>
<b>C</b>	\$97	<del>\$122</del> <b><u>\$128</u></b>
<b>D</b>	\$67	<del>\$91</del> <b><u>\$95</u></b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

### Alternative 3

Alternative 3 considers more modest adjustments to the Land Use Code that emphasize encouraging a variety of housing types at a similar scale as existing development in single-family zones. The ADU-related changes include allowing lots in single-family zones to have both an AADU and a DADU; removing the off-street parking requirement for the first (but not second) ADU; allowing DADUs on lots between 3,200 and 3,999 square feet ~~to add a DADU~~; and applying MHA affordable housing requirements for the second ADU. Alternative 3 also adds a maximum floor-area-ratio (FAR) limit for new development.

Exhibit A-35 summarizes pro forma results for Alternative 3. Compared to Alternative 1, fewer parcel types have a highest and best use of building a new very large house.

**Exhibit A-35** Alternative 3 Estimates of Highest and Best Use

Parcel type	Higher	Medium	Lower
<b>A</b>	<b>Build new house, as large as possible, no ADUs</b>	<b>Build new house, as large as possible, no ADUs</b> <i>Keep house, convert basement to AADU, add DADU, long-term rental</i>	<i>Keep house, convert basement to AADU, add DADU, long-term rental</i>
<b>B</b>	<b>Build new house, as large as possible, no ADUs</b> <i>Keep house, convert basement to AADU, and add DADU</i>	<b>Build new house, as large as possible, no ADUs</b> <i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, long-term rental</i>
<b>C</b>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>
<b>D</b>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>

**Bold text** indicates teardown and new construction.

*Italicized text* indicates keeping the existing house.

**Gold highlight** indicates that the highest residual land value results from valuing the parcel based on the for-sale price of the main house and the long-term rental income from the ADU.

No highlight indicates the highest residual land value results from valuing the parcel based on the combined for-sale price of the main house and ADU(s).

Exhibit A-36 shows the maximum residual land value of four key categories of outcomes. Consistent with Alternative 1 and Alternative 2, outcomes that tear down the house and rebuild with one or more ADUs have the lowest residual land value for all combinations of neighborhood and parcel type. In higher- and medium-price neighborhoods, Alternative 3 increases the relative feasibility of keeping the house and adding one or more ADUs (compared to Alternative 1). However, this increase is smaller in Alternative 3 than in Alternative 2. In higher- and medium-price neighborhoods, the average maximum residual land value for keeping the house and adding one or more ADUs increased by ~~four~~ 16 percent between Alternative 1 and Alternative 3, and ~~five~~ 18 percent between Alternative 1 and Alternative 2. For larger parcels in higher-price neighborhoods, the maximum residual land value of adding ADUs to an existing house increases by approximately ~~nine~~ 22 percent. Medium-price neighborhoods see a smaller increase (approximately ~~two~~ 18 percent for parcel types C and D) while lower-price neighborhoods see essentially no change (<2 percent).

**Exhibit A-36** Relative Feasibility of Key Development Outcomes for Alternative 3

	Keep house, no ADUs	Keep house, add ADU(s)	Tear down, rebuild with no ADUs	Tear down, rebuild with ADU(s)
<b>Higher</b>				
<b>A</b>	\$234	<del>\$261</del> <b>\$295</b>	<b>\$299</b>	<del>\$216</del> <b>\$218</b>
<b>B</b>	\$213	<del>\$259</del> <b>\$294</b>	<del>\$277</del> <b>\$277</b>	<del>\$198</del> <b>\$221</b>
<b>C</b>	\$172	<del>\$223</del> <b>\$250</b>	\$207	<del>\$156</del> <b>\$182</b>
<b>D</b>	\$126	<del>\$166</del> <b>\$184</b>	\$151	<del>\$108</del> <b>\$126</b>
<b>Medium</b>				
<b>A</b>	\$191	<del>\$216</del> <b>\$228</b>	<del>\$225</del> <b>\$225</b>	<del>\$149</del> <b>\$155</b>
<b>B</b>	\$174	<del>\$199</del> <b>\$217</b>	<del>\$219</del> <b>\$209</b>	<del>\$144</del> <b>\$159</b>
<b>C</b>	\$134	<del>\$163</del> <b>\$185</b>	<del>\$164</del> <b>\$156</b>	<del>\$108</del> <b>\$134</b>
<b>D</b>	\$98	<del>\$122</del> <b>\$137</b>	\$114	<del>\$75</del> <b>\$93</b>
<b>Lower</b>				
<b>A</b>	\$154	<del>\$162</del> <b>\$165</b>	\$133	<del>\$65</del> <b>\$76</b>
<b>B</b>	\$140	<del>\$148</del> <b>\$149</b>	\$123	<del>\$59</del> <b>\$81</b>
<b>C</b>	\$109	<del>\$122</del> <b>\$124</b>	\$92	<del>\$47</del> <b>\$73</b>
<b>D</b>	\$80	<del>\$91</del> <b>\$92</b>	\$67	<del>\$34</del> <b>\$51</b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

Exhibit A-37 shows the estimated maximum residual land value by number and location of ADUs for Alternative 3. The results suggest that DADU feasibility in Alternative 3 would be ~~similar to the same as~~ Alternative 2 (and higher than Alternative 1). ~~DADU outcomes in Alternative 3 show slightly lower residual land values than in Alternative 2 due to policy differences that affect DADU cost. (Alternative 2 includes a predevelopment cost reduction for DADUs.)~~

Outcomes with one AADU show no change in feasibility between Alternative 1 and Alternative 3 for all parcel sizes and neighborhoods.

For some parcels, Alternative 3 may reduce feasibility for outcomes with only one unit. Parcel types B and C in higher- and medium-price neighborhoods show a five percent decrease in the maximum residual land value of outcomes with only a main house. Other parcel types show no change in feasibility.

As in Alternative 2, our analysis indicates that building two ADUs is more feasible on larger parcels in higher- and medium-price neighborhoods. However, the relative feasibility of building two ADUs is slightly lower in Alternative 3 relative to Alternative 2. Consistent with Alternative 2, building two ADUs is relatively less feasible in lower-price neighborhoods (but remains the most feasible outcome for most parcel types). Average residual land value of two ADU outcomes is about 22 percent less than the most feasible outcome overall in lower-price neighborhoods, seven percent less in medium-price neighborhoods, and five percent less in high-price neighborhoods.

**Exhibit A-37** Relative Feasibility of Different ADU Configurations for Alternative 3

	Max RLV of outcomes with 1 DADU	Max RLV of outcomes with 1 AADU	Max RLV of outcomes with 2 ADUs	Max RLV of outcomes with main house only
<b>Higher</b>				
<b>A</b>	<del>\$222</del> <u>\$258</u>	<del>\$264</del> <u>\$262</u>	<del>\$256</del> <u>\$295</u>	<b>\$299</b>
<b>B</b>	<del>\$204</del> <u>\$235</u>	<del>\$243</del> <u>\$244</u>	<del>\$259</del> <b>\$294</b>	<del>\$277</del> <u>\$277</u>
<b>C</b>	<del>\$169</del> <u>\$196</u>	\$203	<b>\$223</b> <u>\$250</u>	\$207
<b>D</b>	<del>\$124</del> <u>\$142</u>	\$151	<b>\$166</b> <u>\$184</u>	\$151
<b>Medium</b>				
<b>A</b>	<del>\$170</del> <u>\$207</u>	\$216	<del>\$189</del> <b>\$228</b>	<del>\$225</del> <u>\$225</u>
<b>B</b>	<del>\$156</del> <u>\$189</u>	<del>\$199</del> <u>\$200</u>	<del>\$183</del> <b>\$217</b>	<del>\$209</del> <u>\$209</u>
<b>C</b>	<del>\$120</del> <u>\$145</u>	\$156	<b>\$159</b> <u>\$185</u>	\$156
<b>D</b>	<del>\$88</del> <u>\$106</u>	<del>\$145</del> <u>\$116</u>	<b>\$119</b> <u>\$137</u>	\$114
<b>Lower</b>				
<b>A</b>	<del>\$124</del> <u>\$161</u>	<b>\$162</b> <u>\$162</u>	<del>\$126</del> <b>\$165</b>	\$154
<b>B</b>	<del>\$114</del> <u>\$148</u>	<b>\$148</b> <u>\$149</u>	<del>\$110</del> <u>\$144</u>	\$140
<b>C</b>	<del>\$90</del> <u>\$115</u>	<b>\$122</b> <u>\$123</u>	<del>\$98</del> <b>\$124</b>	\$109
<b>D</b>	<del>\$66</del> <u>\$84</u>	<b>\$91</b> <u>\$91</u>	<del>\$74</del> <b>\$92</b>	\$80

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

Exhibit A-38 shows the estimated relative feasibility of different valuation options in Alternative 3. Only ~~one~~ two parcel size types shows a change in the most profitable valuation between Alternative 1 and Alternative 3: ~~type D parcels~~ parcel types A and D in medium-price neighborhoods.

Treating the entire property (including any ADUs) as one large, for-sale unit remains the most profitable outcome for most combinations of parcel type and neighborhood, especially in higher-price neighborhoods.

As with Alternatives 1 and 2, renting all units is the least profitable valuation option for all combinations of neighborhood and parcel size. The estimated feasibility of renting in Alternative 3 is similar to Alternative 1 (and lower than in Alternative 2).

**Exhibit A-38** Relative Feasibility of Valuation Options for Alternative 3

	<u>All units Main unit as long-term rental (no ADUs)<sup>1</sup></u>	<u>Main unit for sale, ADUs as long-term rental</u>	<u>Main unit for sale, one ADU as short-term rental</u>	<u>Entire property for sale</u>
<b>Higher</b>				
<b>A</b>	\$120	<del>\$260</del> <b>\$276</b>	<del>\$247</del> <b>\$263</b>	<b>\$299</b>
<b>B</b>	\$109	<del>\$240</del> <b>\$244</b>	<del>\$220</del> <b>\$225</b>	<del>\$277</del> <b>\$294</b>
<b>C</b>	\$92	<del>\$196</del> <b>\$201</b>	<del>\$175</del> <b>\$180</b>	<del>\$223</del> <b>\$250</b>
<b>D</b>	\$67	<del>\$145</del> <b>\$148</b>	<del>\$126</del> <b>\$130</b>	<del>\$166</del> <b>\$184</b>
<b>Medium</b>				
<b>A</b>	\$114	<del>\$216</del> <b>\$228</b>	<del>\$197</del> <b>\$208</b>	<del>\$225</del> <b>\$225</b>
<b>B</b>	\$103	<del>\$199</del> <b>\$200</b>	\$175	<del>\$209</del> <b>\$217</b>
<b>C</b>	\$87	\$156	\$134	<del>\$159</del> <b>\$185</b>
<b>D</b>	\$64	<del>\$115</del> <b>\$116</b>	\$98	<del>\$119</del> <b>\$137</b>
<b>Lower</b>				
<b>A</b>	\$99	<del>\$162</del> <b>\$165</b>	<del>\$161</del> <b>\$164</b>	\$154
<b>B</b>	\$90	<del>\$148</del> <b>\$149</b>	<del>\$142</del> <b>\$143</b>	<del>\$140</del> <b>\$144</b>
<b>C</b>	\$76	\$117	\$109	<del>\$122</del> <b>\$124</b>
<b>D</b>	\$56	\$86	\$80	<del>\$91</del> <b>\$92</b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

<sup>1</sup> This valuation option evaluates the feasibility of renting out every unit on the lot. For Alternative 3, it is not legal to rent a house and an ADU on the same lot due to the owner-occupancy requirement. As a result, this valuation option applies only to development outcomes with a main house and no ADUs.

Exhibit A-39 shows the estimated relative feasibility of new construction in Alternative 3. For all neighborhoods, Alternative 3 appears to decrease the feasibility of teardowns. This effect is strongest for parcels types

B and C. In higher- and medium-price neighborhoods, Alternative 3 also increase the financial incentive of keeping the existing house compared to Alternative 1. This change is largest for larger parcel sizes.

**Exhibit A-39** Relative Feasibility of New Construction for Alternative 2 3

	Tear down and rebuild	Keep existing house
<b>Higher</b>		
<b>A</b>	<b>\$299</b>	<del>\$261</del> <b>\$295</b>
<b>B</b>	<del>\$277</del> <b>\$277</b>	<del>\$259</del> <b>\$294</b>
<b>C</b>	\$207	<del>\$223</del> <b>\$250</b>
<b>D</b>	\$151	<del>\$166</del> <b>\$184</b>
<b>Medium</b>		
<b>A</b>	<del>\$225</del> <b>\$225</b>	<del>\$216</del> <b>\$228</b>
<b>B</b>	<del>\$209</del> <b>\$209</b>	<del>\$199</del> <b>\$217</b>
<b>C</b>	\$156	<del>\$159</del> <b>\$185</b>
<b>D</b>	\$114	<del>\$119</del> <b>\$137</b>
<b>Lower</b>		
<b>A</b>	\$133	<del>\$162</del> <b>\$165</b>
<b>B</b>	\$123	<del>\$148</del> <b>\$149</b>
<b>C</b>	\$92	<del>\$122</del> <b>\$124</b>
<b>D</b>	\$67	<del>\$91</del> <b>\$92</b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

### Preferred Alternative

The Preferred Alternative combines features of Alternatives 2 and 3. The changes under the Preferred Alternative include allowing lots in single-family zones to have an AADU and a DADU or two AADUs (a second ADU allowed only if a lot has been in the same ownership for at least one year); removing the off-street parking requirements for ADUs; removing the owner-occupancy requirement (a minimum of one year of continuous ownership is required to establish a second ADU on a lot that already has an ADU); and allowing DADUs on lots between 3,200 and 3,999 square feet. The Preferred Alternative also includes a maximum FAR limit for development in single-family zones.

Exhibit A-40 summarizes pro forma results for the Preferred Alternative. Compared to Alternative 1 (No Action), fewer parcel types have a highest and best use of building a new very large house.

**Exhibit A-40** Preferred Alternative Estimates of Highest and Best Use

Parcel type	Higher	Medium	Lower
<b>A</b>	<b>Build new house, as large as possible, no ADUs</b>	<i>Keep house, convert basement to AADU, add DADU, long-term rental</i>	<i>Keep house, convert basement to AADU, add DADU, long-term rental</i>
<b>B</b>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, long-term rental</i>
<b>C</b>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>
<b>D</b>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>	<i>Keep house, convert basement to AADU, and add DADU</i>

**Bold text** indicates teardown and new construction.

*Italicized text* indicates keeping the existing house.

**Gold highlight** indicates that the highest residual land value results from valuing the parcel based on the for-sale price of the main house and the long-term rental income from the ADU.

No highlight indicates the highest residual land value results from valuing the parcel based on the combined for-sale price of the main house and ADU(s).

#### New in the FEIS

Exhibit A-40 is new in the Final EIS.

Exhibit A-41 shows the maximum residual land value of four key categories of outcomes. Consistent with Alternatives 1, 2, and 3, outcomes involving demolition and reconstruction of a single-family house with one or more ADUs generally have the lowest residual land value. Across all neighborhoods, the Preferred Alternative increases the relative feasibility of preserving the existing housing and adding one or two ADUs, compared to Alternative 1 (No Action). This increase is the same as we find under Alternative 2 and larger than under Alternative 3.

In higher- and medium-price neighborhoods specifically, the maximum residual land value of keeping the house and adding ADUs increases by 18 percent between Alternative 1 (No Action) and the Preferred Alternative compared to 16 percent between Alternative 1 and Alternative 3. For larger parcels in higher-price neighborhoods, the maximum residual land value of adding ADUs to an existing house increase by approximately 24 percent. Medium-price neighborhoods see a smaller increase (approximately 20 percent for parcel types C and D), while lower-price neighborhoods see only a small change (<4 percent).

## New in the FEIS

Exhibit A-41 is new in the Final EIS.

### Exhibit A-41 Relative Feasibility of Key Development Outcomes for the Preferred Alternative

	Keep house, no ADUs	Keep house, add ADU(s)	Tear down, rebuild with no ADUs	Tear down, rebuild with ADU(s)
<b>Higher</b>				
<b>A</b>	\$234	<b>\$299</b>	<b>\$299</b>	\$218
<b>B</b>	\$213	<b>\$298</b>	\$277	\$221
<b>C</b>	\$172	<b>\$253</b>	\$207	\$182
<b>D</b>	\$126	<b>\$187</b>	\$151	\$126
<b>Medium</b>				
<b>A</b>	\$191	<b>\$232</b>	\$225	\$155
<b>B</b>	\$174	<b>\$221</b>	\$209	\$159
<b>C</b>	\$134	<b>\$189</b>	\$156	\$134
<b>D</b>	\$98	<b>\$139</b>	\$114	\$93
<b>Lower</b>				
<b>A</b>	\$154	<b>\$170</b>	\$133	\$76
<b>B</b>	\$140	<b>\$149</b>	\$123	\$81
<b>C</b>	\$109	<b>\$128</b>	\$92	\$73
<b>D</b>	\$80	<b>\$95</b>	\$67	\$51

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

Exhibit A-42 shows the estimated maximum residual land value by number and type of ADUs for the Preferred Alternative. The results suggest that DADU feasibility in the Preferred Alternative would be the same as Alternatives 2 and 3 (and higher than Alternative 1).

For all parcel sizes and neighborhoods, outcomes with one AADU show no change in feasibility between Alternative 1 (No Action) and the Preferred Alternative. For some parcels, the Preferred Alternative could reduce feasibility for outcomes with only one unit. Parcel types B and C in higher- and medium-price neighborhoods show a five percent decrease in the maximum residual land value of outcomes with only a main house. Other parcel types show no change in feasibility. This effect is similar to Alternative 3.

As in Alternatives 2 and 3, our analysis indicates that building two ADUs under the Preferred Alternative is more feasible on larger parcels in

higher- and medium-price neighborhoods. Consistent with Alternatives 2 and 3, building two ADUs is relatively less feasible in lower-price neighborhoods (but remains the most feasible outcome for most parcel types).

**Exhibit A-42** Relative Feasibility of Different ADU Configurations for the Preferred Alternative

**New in the FEIS**

Exhibit A-42 is new in the Final EIS.

	Max RLV of outcomes with 1 DADU	Max RLV of outcomes with 1 AADU	Max RLV of outcomes with 2 ADUs	Max RLV of outcomes with main house only
<b>Higher</b>				
<b>A</b>	\$258	\$262	<b>\$299</b>	<b>\$299</b>
<b>B</b>	\$235	\$244	<b>\$298</b>	\$277
<b>C</b>	\$196	\$203	<b>\$253</b>	\$207
<b>D</b>	\$142	\$151	<b>\$187</b>	\$151
<b>Medium</b>				
<b>A</b>	\$207	\$216	<b>\$232</b>	\$225
<b>B</b>	\$189	\$200	<b>\$221</b>	\$209
<b>C</b>	\$145	\$156	<b>\$189</b>	\$156
<b>D</b>	\$106	\$116	<b>\$139</b>	\$114
<b>Lower</b>				
<b>A</b>	\$161	\$162	<b>\$170</b>	\$154
<b>B</b>	\$148	<b>\$149</b>	\$148	\$140
<b>C</b>	\$115	\$123	<b>\$128</b>	\$109
<b>D</b>	\$84	\$91	<b>\$95</b>	\$80

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

Exhibit A-43 shows the estimated relative feasibility of different valuation options in the Preferred Alternative. Only two parcel types show a change in the most profitable valuation between Alternative 1 and the Preferred Alternative: parcel types A and D in medium-price neighborhoods. Treating the entire property (including any ADUs) as one large for-sale unit remains the most profitable outcome for most combinations of parcel type and neighborhood, especially in higher-price neighborhoods.

As with Alternatives 1, 2, and 3, renting all units is the least profitable valuation option for all combinations of neighborhood and parcel size. The estimated feasibility of renting in the Preferred Alternative is similar to Alternative 2 (and higher than Alternatives 1 and 3).

## New in the FEIS

Exhibit A-43 is new in the Final EIS.

**Exhibit A-43** Relative Feasibility of Valuation Options for the Preferred Alternative

	All units as long-term rental	Main unit for sale, ADUs as long-term rental	Main unit for sale, one ADU as short-term rental	Entire property for sale
<b>Higher</b>				
<b>A</b>	\$186	\$280	\$267	<b>\$299</b>
<b>B</b>	\$162	\$248	\$229	<b>\$298</b>
<b>C</b>	\$138	\$204	\$184	<b>\$253</b>
<b>D</b>	\$102	\$151	\$132	<b>\$187</b>
<b>Medium</b>				
<b>A</b>	\$174	<b>\$232</b>	\$213	\$225
<b>B</b>	\$148	\$201	\$177	<b>\$221</b>
<b>C</b>	\$127	\$159	\$135	<b>\$189</b>
<b>D</b>	\$94	\$118	\$98	<b>\$139</b>
<b>Lower</b>				
<b>A</b>	\$134	<b>\$170</b>	\$168	\$156
<b>B</b>	\$113	<b>\$149</b>	\$143	\$148
<b>C</b>	\$97	\$117	\$109	<b>\$128</b>
<b>D</b>	\$71	\$86	\$80	<b>\$95</b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

Exhibit A-44 shows the estimated relative feasibility of new construction under the Preferred Alternative. For all neighborhoods, the Preferred Alternative appears to decrease the feasibility of teardowns (similar to Alternative 3). This effect is strongest for parcel types B and C. In higher- and medium-price neighborhoods, the Preferred Alternative also increases the financial incentive of preserving the existing house, compared to Alternative 1 (No Action). This change is greatest for larger parcel types.

**Exhibit A-44** Relative Feasibility of New Construction for the Preferred Alternative

	Tear down and rebuild	Keep existing house
<b>Higher</b>		
<b>A</b>	<b>\$299</b>	<b>\$299</b>
<b>B</b>	\$277	<b>\$298</b>
<b>C</b>	\$207	<b>\$253</b>
<b>D</b>	\$151	<b>\$187</b>
<b>Medium</b>		
<b>A</b>	\$225	<b>\$232</b>
<b>B</b>	\$209	<b>\$221</b>
<b>C</b>	\$156	<b>\$189</b>
<b>D</b>	\$114	<b>\$139</b>
<b>Lower</b>		
<b>A</b>	\$133	<b>\$170</b>
<b>B</b>	\$123	<b>\$149</b>
<b>C</b>	\$92	<b>\$128</b>
<b>D</b>	\$67	<b>\$95</b>

The highest residual land value for each combination of neighborhood and parcel is **bolded**.

## New in the FEIS

Exhibit A-44 is new in the Final EIS.

## ESTIMATES OF FUTURE ADU PRODUCTION

### Results

Using the methods described earlier, we arrive at estimates of ADU production and single-family new construction for 2018-2027.

As noted above, the econometric forecast model cannot account for all proposed policy changes. Specifically, it models the effects of adding an FAR limit, allowing ADUs on smaller lots, and removing the owner-occupancy requirement. The forecast model does not include the effects of other proposed policy changes — including reducing ADU parking requirements and allowing larger ADUs — because those changes are not reflected in the parcel-level data.

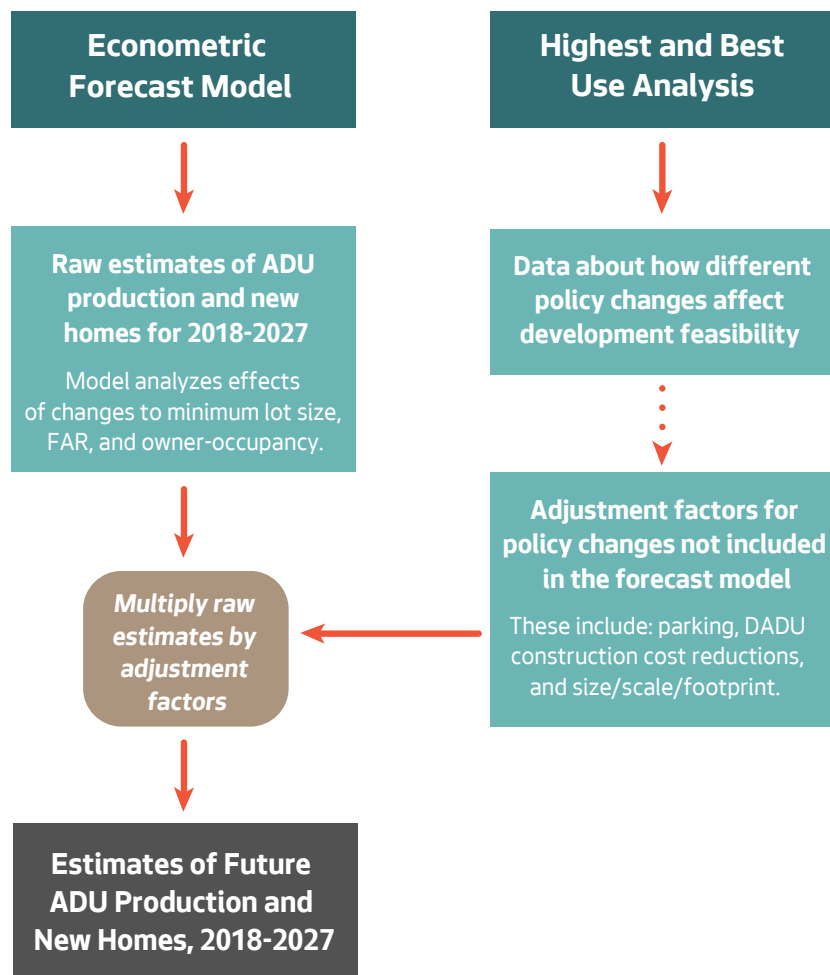
To account for those un-modeled policy changes and arrive at reasonable upper-bounds estimates of ADU production, we adjust the raw results

from the econometric forecast model based on the findings from the pro forma analysis of highest and best use. Thus, the final estimates of ADU production and new construction are based on the econometric forecast model but also incorporate results from the highest and best use analysis. Exhibit A-45 shows this process. ~~apply the percentage increases shown in Exhibit A-44 as adjustment factors to the modeled estimates.~~

#### New in the FEIS

Exhibit A-45 is new  
in the Final EIS.

**Exhibit A-45** Process for Estimating ADU Production and New Single-Family Development



	Alternative 2	Alternative 3
<b>One AADU</b>	5%	2%
<b>One DADU</b>	15%	10%
<b>Two ADUs</b>	30%	25%
<b>Tear down</b>	0%	0%

- **One AADU.** The adjustment factors reflect the potential effect of modifying the parking requirement. The difference between Alternatives 2 and 3 reflects policy differences in the owner-occupancy requirement. These adjustments are higher than would be indicated by the pro forma analysis alone, which estimated that the feasibility of building an AADU would increase by less than one percent. To arrive at a reasonable upper bounds estimate for AADU production, we are using a larger adjustment than indicated by the results of the pro forma analysis to account for the potential effect of changing the parking requirement.
- **One DADU.** The adjustment factors reflect an upper bounds estimate of the potential effect of relaxing the parking requirement, allowing larger DADUs, and increasing the rear yard coverage limit. The difference between Alternatives 2 and 3 reflects policy differences in the cost of DADU construction and owner-occupancy requirement. (Again, these adjustments are higher than indicated by the results of the pro forma analysis. The pro forma results indicate that feasibility of DADUs would increase at most six percent in Alternative 2, and only for some combinations of parcel type and neighborhood.)
- **Two ADUs.** The count data model uses historical data to predict the total unconstrained number of ADUs added (without the current policy of one ADU per lot). Even with this approach, there is still underlying uncertainty due to the lack of data on potential demand. We used relatively high adjustment factors (30 percent for Alternative 2 and 25 percent for Alternative 3) in order to arrive at reasonable upper bounds estimates. These adjustment factors are higher than indicated by the pro forma analysis, which found that the feasibility of building two ADUs would be at most 10 percent more feasible than the next best option, to account for this underlying uncertainty. The difference between Alternatives 2 and 3 reflects policy differences in the proposed parking, MHA, and owner-occupancy requirements.

The highest and best use analysis informs how potential policy changes could affect the feasibility of various development outcomes. But it does not directly estimate how changes in feasibility would affect number of ADUs produced. We choose adjustment factors based on review of pro forma results, feedback from architects and homeowners about the biggest obstacles to ADU production, and professional judgment.

Exhibit A-46 shows the percentage increases applied as adjustment factors to the modeled estimates of ADU production and new single-family development. In response to comments received on the Draft EIS, this Final EIS disaggregates the adjustment factors and increase the ADU adjustments overall.

**Exhibit A-46** Assumed Percentage Increases in Modeled Number of Events Due to Policy Changes Not Accounted for in Model

	Alternative 1	Alternative 2	Alternative 3	Preferred Alternative
<b>Adjustment factor for number of lots adding one AADU</b>	<b>0%</b>	<b>10%</b>	<b>10%</b>	<b>10%</b>
Effect of change to parking requirement	0%	10%	10%	10%
<b>Adjustment factor for number of lots adding one DADU</b>	<b>20%</b>	<b>33%</b>	<b>33%</b>	<b>39%</b>
Effect of change to parking requirement	0%	10%	10%	10%
Effect of DADU construction cost reduction due to other city programs	20%	20%	20%	25%
Effect of additional allowed size, scale, and footprint (square footage, height, green building flexibility, rear lot coverage)	0%	3%	3%	4%
<b>Adjustment factor for number of lots adding two ADUs</b>	<b>n/a</b>	<b>58%</b>	<b>45%</b>	<b>64%</b>
Lack of information about potential demand for adding two ADUs	n/a	25%	25%	25%
Effect of change to parking requirement	n/a	10%	0%	10%
Effect of DADU construction cost reduction due to other City programs	n/a	20%	20%	25%
Effect of affordability fee payment	n/a	0%	-3%	0%
Effect of additional allowed size, scale, and footprint (square footage, height, green building flexibility, rear lot coverage)	n/a	3%	3%	4%
<b>Adjustment factor for number of teardowns</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

- **Change to parking requirement.** The highest and best use analysis does not directly analyze the effect of relaxing ADU parking requirements. (See page A-26 for a discussion of parking assumptions in the pro forma analysis.) However, feedback from homeowners indicates that current parking requirements are a deterrent to ADU creation. We conservatively estimate that reducing parking requirements for ADUs would increase ADU production by 10 percent.
- **Reduction in DADU costs due to other City programs.** The highest and best analysis indicates that, in isolation, the reductions to DADU costs could increase the feasibility of DADU outcomes by nine to 23 percent, depending on parcel size and neighborhood. The effect is greatest in the Preferred Alternative due to the combined effect of other policy changes. We select adjustment factors at the upper end of the range in order to arrive at a reasonable conservative estimate of DADU production.
- **Additional allowed size, scale, and footprint for DADUs (square footage, height, green building flexibility, rear lot coverage).** Based on pro forma results, allowing larger DADUs is unlikely to affect development feasibility substantially. However, these policy changes could make DADUs possible or more attractive for some households. We conservatively assume these changes would increase DADU production by three percent in Alternatives 2 and 3 and by four percent in the Preferred Alternative. The additional increase in the Preferred Alternative reflects the combined effect of additional flexibility for DADUs.
- **Lack of information about potential demand for adding two ADUs.** The count data model uses historical data to predict the total number of ADUs produced (unconstrained by the current policy of one ADU per lot). Even with this approach, underlying uncertainty remains due to the lack of data on potential demand. We use a relatively high adjustment factor (25 percent) in order to arrive at reasonable upper-bounds estimates. This adjustment factor is higher than indicated by the pro forma analysis, which found that the feasibility of building two ADUs would be at most 18 percent more feasible than the next best option, in order to account for this underlying uncertainty.
- **Affordability incentive payment.** The highest and best use analysis indicates that the affordable incentive payment in Alternative 3 would reduce residual land value by about one to three percent depending on parcel size and neighborhood.

Exhibit A-47 presents our estimates for ADU production and new construction after applying these adjustments. These results indicate that Alternatives 2 and 3 and the Preferred Alternative would ~~both~~ all have the intended effect of increasing the production of ADUs citywide, with the most ADUs created under the Preferred Alternative. The results show that about ~~1,890~~ 1,970 ADUs would be created under Alternative 1 from 2018 to 2017. In comparison, we estimate that Alternative 2 would result in about ~~1,440~~ 2,310 additional ADUs over the 10-year period, while Alternative 3 would result in about ~~1,210~~ 1,420 additional ADUs. The Preferred Alternative would result in the largest increase: 2,460 more ADUs compared to Alternative 1 (No Action).

**Exhibit A-47** Estimated Citywide Production of ADUs and New Homes, 2018-2027

	Percentage change from Alternative 1						
	Alt 1	Alt 2	Alt 3	Preferred Alternative	Alt 2	Alt 3	Preferred Alternative
Estimated number of ADUs built	<del>1,890</del> <u>1,970</u>	<del>3,330</del> <u>4,280</u>	<del>3,100</del> <u>3,400</u>	<u>4,430</u>	<del>76%</del> <u>117%</u>	<del>64%</del> <u>73%</u>	<u>125%</u>
Estimated number of parcels that build exactly one AADU	<del>900</del> <u>820</u>	<del>630</del> <u>1,070</u>	<del>650</del> <u>900</u>	<u>1,070</u>	<del>-30%</del> <u>30%</u>	<del>-28%</del> <u>10%</u>	<u>30%</u>
Estimated number of parcels that build exactly one DADU	<del>990</del> <u>1,150</u>	<del>940</del> <u>2,030</u>	<del>960</del> <u>1,540</u>	<u>2,120</u>	<del>-5%</del> <u>77%</u>	<del>-3%</del> <u>34%</u>	<u>84%</u>
Estimated number of parcels that build two ADUs	—	<del>880</del> <u>590</u>	<del>745</del> <u>480</u>	<u>620</u>	n/a	n/a	<u>n/a</u>
Estimated number of parcels that build at least one ADU	<del>1,890</del> <u>1,970</u>	<del>2,450</del> <u>3,690</u>	<del>2,355</del> <u>2,920</u>	<u>3,810</u>	<del>30%</del> <u>87%</u>	<del>25%</del> <u>48%</u>	<u>93%</u>
Percent of study area parcels that build at least one ADU	<del>1.5%</del> <u>1.8%</u>	<del>2.0%</del> <u>3.3%</u>	<del>1.9%</del> <u>2.6%</u>	<u>3.4%</u>	<del>30%</del> <u>87%</u>	<del>25%</del> <u>48%</u>	<u>93%</u>
Estimated number of existing homes torn down and redeveloped	<del>2,610</del> <u>2,030</u>	<del>2,460</del> <u>1,800</u>	<del>2,200</del> <u>1,670</u>	<u>1,580</u>	<del>-6%</del> <u>-11%</u>	<del>-16%</del> <u>-18%</u>	<u>-22%</u>
Percent of study area parcels with teardowns	<del>2.1%</del> <u>1.8%</u>	<del>2.0%</del> <u>1.6%</u>	<del>1.8%</del> <u>1.5%</u>	<u>1.4%</u>	<del>-6%</del> <u>-11%</u>	<del>-16%</del> <u>-18%</u>	<u>-22%</u>

Note ADU estimates for all alternatives include 100 additional DADUs created through the BLOCK Project. See Section 1.8 for details.

Both Alternatives 2 and 3 and the Preferred Alternative could reduce the number of teardowns. These results reflect the finding from the forecast model that, historically, households in Seattle have traded off between adding ADUs and demolishing and rebuilding. The model predicts that allowing DADUs on smaller lots (as proposed in Alternative 2, ~~and Alternative 3, and the Preferred Alternative~~) would increase ADU production on those lots and, at the same time, decrease teardowns.

~~Alternative 3~~ The Preferred Alternative would have the largest potential reduction in teardowns, with an estimated ~~16~~ 22 percent decrease over Alternative 1. The larger reduction in teardowns under ~~Alternative 3~~ the Preferred Alternative is due to the proposed FAR limit.

Exhibit A-48 shows the same results broken out by neighborhood profile (higher, medium, or lower price). In Alternative 1, baseline rates of ADU production and new construction are highest in higher-price neighborhoods (where ~~1.9~~ 2.0 percent of lots would add an ADU and ~~2.9~~ 2.5 percent of lots would experience a teardown) than in lower-price neighborhoods (~~1.4~~ 1.6 percent and ~~1.8~~ 1.5 percent, respectively). Medium-price neighborhoods fall in the middle.

**Exhibit A-48** Estimated Citywide Production of ADUs and New Homes, 2018-2027, by Neighborhood Profile

					Percentage change from Alternative 1		
	Alternative 1	Alternative 2	Alternative 3	Preferred Alternative	Alternative 2	Alternative 3	Preferred Alternative
<b>Estimated number of ADUs built</b>							
<b>Higher</b>	235 <u>220</u>	460 <u>560</u>	400 <u>450</u>	<u>580</u>	96% <u>155%</u>	70% <u>105%</u>	<u>164%</u>
<b>Medium</b>	1,020 <u>1,000</u>	1,880 <u>2,360</u>	1,750 <u>1,870</u>	<u>2,450</u>	84% <u>136%</u>	72% <u>87%</u>	<u>145%</u>
<b>Lower</b>	635 <u>650</u>	990 <u>1,260</u>	950 <u>980</u>	<u>1,300</u>	56% <u>94%</u>	50% <u>51%</u>	<u>100%</u>
<b>Estimated number of parcels that build at least one ADU</b>							
<b>Higher</b>	235 <u>220</u>	330 <u>470</u>	320 <u>380</u>	<u>490</u>	40% <u>114%</u>	36% <u>73%</u>	<u>123%</u>
<b>Medium</b>	1,020 <u>1,000</u>	1,365 <u>2,010</u>	1,340 <u>1,580</u>	<u>2,080</u>	34% <u>101%</u>	28% <u>58%</u>	<u>108%</u>
<b>Lower</b>	635 <u>650</u>	755 <u>1,110</u>	725 <u>860</u>	<u>1,140</u>	19% <u>71%</u>	14% <u>32%</u>	<u>75%</u>
<b>Percent of study area parcels that build at least one ADU</b>							
<b>Higher</b>	1.9% <u>2.0%</u>	2.7% <u>4.3%</u>	2.6% <u>3.4%</u>	<u>4.4%</u>	40% <u>114%</u>	36% <u>73%</u>	<u>123%</u>
<b>Medium</b>	1.6% <u>1.7%</u>	2.1% <u>3.4%</u>	2.0% <u>2.6%</u>	<u>3.5%</u>	34% <u>101%</u>	28% <u>58%</u>	<u>108%</u>
<b>Lower</b>	1.4% <u>1.6%</u>	1.7% <u>2.7%</u>	1.6% <u>2.1%</u>	<u>2.8%</u>	19% <u>71%</u>	14% <u>32%</u>	<u>75%</u>
<b>Percent of study area parcels with teardowns</b>							
<b>Higher</b>	2.9% <u>2.5%</u>	2.7% <u>2.1%</u>	2.6% <u>1.6%</u>	<u>1.5%</u>	-9% <u>-15%</u>	-31% <u>-35%</u>	<u>-38%</u>
<b>Medium</b>	2.2% <u>1.9%</u>	2.1% <u>1.6%</u>	2.0% <u>1.5%</u>	<u>1.4%</u>	-7% <u>-14%</u>	-18% <u>-20%</u>	<u>-25%</u>
<b>Lower</b>	1.8% <u>1.5%</u>	1.7% <u>1.5%</u>	1.6% <u>1.4%</u>	<u>1.4%</u>	-2% <u>-6%</u>	-6% <u>-7%</u>	<u>-11%</u>

**Note** Estimates have been rounded to the nearest 10. These estimates exclude the 100 additional DADUs created through the BLOCK project, as we cannot predict their location. As a result (and due to rounding) these estimates may not equal those in Exhibit A-47.

This analysis also indicates that higher-price neighborhoods would see the largest potential changes under the action alternatives, followed by medium-price neighborhoods. Lower-price neighborhoods would see the smallest potential changes from either any action alternative. ~~Alternative 2~~ All action alternatives would ~~nearly~~ more than double the number of ADUs produced in higher-price neighborhoods (96 155 percent increase relative to Alternative 1) and lower the number of teardowns ~~nine~~ 15 percent, while lower-price neighborhoods would experience a more modest increase in ADUs (56 94 percent) and decrease in teardowns (~~two~~ six percent).

Likewise, policies in Alternative 3 that limit the maximum size of new construction would have the largest potential effects in higher-price

neighborhoods. In Alternative 3, the estimated number of teardowns in higher-price neighborhoods would decrease by ~~34~~ 35 percent relative to Alternative 1, but by only ~~six~~ seven percent in lower-price neighborhoods.

Like Alternatives 2 and 3, the potential effects of the Preferred Alternative to increase ADU production and decrease teardowns are also greatest in higher-price neighborhoods. Our analysis finds that higher-price neighborhoods would experience a 164 percent increase in ADU production relative to Alternative 1 (No Action) and a 38 percent reduction in demolition of existing single-family homes.

The likelihood of an ADU or new single-family home varies by neighborhood and parcel type. Exhibit A-49 shows the share of lots estimated to add an ADU or tear down and build a new single-family house over the 2018-2027 forecast period for each combination of neighborhood profile and parcel type.

Percent of Lots Estimated to Add an ADU or redevelop, by Parcel Type and Neighborhood Price Profile

Neighborhood profile	Parcel type	Percent of parcels that add 1 AADU			Percent of parcels that add 1 DADU			Percent of parcels that add 2 ADUs			Percent of parcels with tear-downs		
		Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3
High	A	0.7%	0.5%	0.5%	0.0%	1.0%	1.1%	0.0%	1.1%	0.8%	2.8%	1.9%	1.6%
High	B	0.8%	0.5%	0.6%	0.0%	1.5%	1.7%	0.0%	1.2%	0.8%	3.1%	1.8%	1.4%
High	C	0.9%	0.6%	0.7%	1.2%	1.0%	1.3%	0.0%	1.3%	0.8%	2.3%	2.0%	1.4%
High	D	1.8%	1.5%	1.7%	0.9%	0.8%	0.9%	0.0%	0.7%	0.3%	4.3%	4.3%	3.2%
High	Z	0.6%	0.3%	0.3%	0.4%	0.2%	0.2%	0.0%	0.7%	0.7%	2.3%	2.3%	2.1%
Medium	A	0.8%	0.6%	0.6%	0.0%	1.3%	1.3%	0.0%	0.8%	0.7%	2.6%	1.6%	1.5%
Medium	B	0.7%	0.6%	0.6%	0.0%	1.4%	1.4%	0.0%	0.8%	0.7%	3.0%	1.8%	1.5%
Medium	C	0.7%	0.5%	0.5%	1.1%	1.0%	1.0%	0.0%	0.8%	0.7%	2.0%	1.9%	1.6%
Medium	D	0.8%	0.6%	0.6%	0.8%	0.6%	0.6%	0.0%	0.7%	0.7%	2.4%	2.4%	2.2%
Medium	Z	0.6%	0.3%	0.3%	0.4%	0.2%	0.2%	0.0%	0.7%	0.7%	2.1%	2.1%	2.0%
Low	A	0.5%	0.3%	0.3%	0.0%	0.7%	0.7%	0.0%	0.7%	0.6%	2.0%	1.2%	1.2%
Low	B	0.5%	0.4%	0.4%	0.0%	1.5%	1.4%	0.0%	0.2%	0.1%	2.0%	1.2%	1.1%
Low	C	0.5%	0.4%	0.4%	0.9%	0.8%	0.8%	0.0%	0.5%	0.4%	1.5%	1.4%	1.3%
Low	D	0.7%	0.5%	0.5%	0.8%	0.7%	0.7%	0.0%	0.6%	0.5%	1.9%	1.9%	1.8%
Low	Z	0.4%	0.1%	0.1%	0.2%	0.1%	0.1%	0.0%	0.6%	0.6%	1.8%	1.8%	1.8%

**Exhibit A-49** Percent of Lots Estimated to Add an ADU or Redevelop, by Parcel Type and Neighborhood Price Profile

Neighborhood profile		Percent of parcels that add 1 AADU			Percent of parcels that add 1 DADU			Percent of parcels that add 2 ADUs			Percent of parcels with tear-downs		
	Parcel type	Alternative 1	Alternative 2	Alternative 3	Alternative 1	Alternative 2	Alternative 3	Alternative 1	Alternative 2	Alternative 3	Alternative 1	Alternative 2	Alternative 3
		Preferred	Alternative	Preferred	Alternative	Preferred	Alternative	Preferred	Alternative	Preferred	Alternative	Preferred	Alternative
High	A	0.8%	0.9%	0.8%	0.9%	0.9%	0.9%	0.0%	2.3%	1.9%	2.4%	0.0%	0.9%
High	B	0.8%	0.9%	0.8%	0.9%	0.9%	0.9%	0.0%	3.4%	2.4%	3.6%	0.0%	0.8%
High	C	0.9%	1.1%	1.0%	1.1%	1.3%	2.7%	0.0%	2.5%	2.0%	2.7%	0.0%	1.0%
High	D	1.7%	2.2%	1.9%	2.2%	1.0%	1.5%	0.0%	1.4%	1.2%	1.5%	0.0%	0.6%
High	Z	0.6%	0.8%	0.6%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Medium	A	0.8%	1.0%	0.8%	1.0%	0.0%	2.8%	0.0%	2.7%	1.9%	2.8%	0.0%	0.6%
Medium	B	0.7%	0.9%	0.8%	0.9%	0.0%	3.0%	0.0%	2.8%	2.1%	3.0%	0.0%	0.6%
Medium	C	0.7%	0.9%	0.8%	0.9%	1.3%	2.2%	0.0%	2.1%	1.6%	2.2%	0.0%	0.6%
Medium	D	0.8%	1.1%	0.9%	1.1%	0.9%	1.4%	0.0%	1.3%	1.0%	1.4%	0.0%	0.5%
Medium	Z	0.6%	0.8%	0.6%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Low	A	0.4%	0.6%	0.5%	0.6%	0.0%	1.8%	0.0%	1.8%	1.1%	1.8%	0.0%	0.5%
Low	B	0.5%	0.6%	0.5%	0.6%	0.0%	2.6%	0.0%	2.5%	1.8%	2.6%	0.0%	0.0%
Low	C	0.5%	0.7%	0.6%	0.7%	1.1%	1.8%	0.0%	1.7%	1.3%	1.8%	0.0%	0.3%
Low	D	0.7%	0.9%	0.8%	0.9%	1.0%	1.5%	0.0%	1.4%	1.1%	1.5%	0.0%	0.4%
Low	Z	0.3%	0.5%	0.4%	0.5%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.7%

**New in the FEIS** Exhibit A-49 is updated in the Final EIS.

As shown in Exhibit A-48 and Exhibit A-49, our analysis indicates that ADU production will occur on all four parcel types and in all neighborhood profiles. This is consistent with existing trends on ADU production. (Exhibit 4.1-1 shows that Seattle's existing ADUs are distributed across all single-family neighborhoods in the city.)

However, the ADU production is not uniformly distributed across the city. As described above, both observable parcel-level characteristics and neighborhood fixed effects are predictors of ADU production. This is evident in the estimates of future ADU production. For example, in the Preferred Alternative, we estimate that 4.4 percent of parcels in higher-price neighborhoods will add ADUs over the 10-year period, compared to 3.5 percent of parcels in medium-price neighborhoods and 2.8 percent in lower-price neighborhoods (Exhibit A-48). While ADU production varies among neighborhoods, the highest ADU production rate is nonetheless quite low in absolute terms, with less than 0.5% of parcels adding an ADU each year.

## DISCUSSION

Taken together, the results of the highest and best use analysis indicate that ~~Alternative 2 and Alternative 3~~ all action alternatives could increase the relative financial feasibility of different development outcomes and valuation choices, but that these shifts would likely be relatively small compared to overall size of the single-family housing stock. Meanwhile, the forecast model indicates that ~~Alternative 2, and Alternative 3, and the Preferred Alternative~~ could increase ADU production and decrease teardowns of single-family homes, with the largest potential changes in ADU production occurring in Alternative 2 under the Preferred Alternative.

## Potential Changes to Owner-Occupancy

The pro forma results indicate that ~~Alternative 2 and the Preferred Alternative~~ could potentially increase the profitability of treating lots in single-family zones as rental properties, but that renting would remain the least profitable valuation option. Across all alternatives, the most profitable outcome is likely to be either entirely for-sale or a for-sale main house with ADU(s) as long-term rentals. This is because in current market conditions, single-family houses and ADUs are generally more valuable on the for-sale market than as rental properties. In other words, valuing an ADU as extra square footage on a house for sale results in a higher residual land value than valuing the ADU based on its achievable rental income.

Allowing ADUs on properties that are not owner-occupied — as proposed in Alternative 2 and the Preferred Alternative — would increase the share of lots eligible to add an ADU. About 80 percent of study area lots are owner occupied, indicating that about one-fifth of lots are ineligible to add an ADU under current Land Use Code regulations. In this Final EIS, we updated the forecast model to include owner-occupancy as a variable that determines whether a parcel can add an ADU. Thus, the ADU production estimates directly account for how removing the owner-occupancy requirement could change the number of ADUs created over the forecast period.

### Potential Changes to Scale and Urban Form

The pro forma results suggest that both ~~Alternative 2 and Alternative 3~~ all three action alternatives may increase the relative feasibility of retaining the existing home (as opposed to demolishing and building new). In no cases did the pro forma analysis indicate a greater shift towards demolition of existing houses.

Similarly, the ~~decision~~ forecast model estimates that the number of houses torn down and redeveloped would be highest in Alternative 1 and lowest in ~~Alternative 3~~ the Preferred Alternative. Relative to Alternative 1, ~~Alternative 2~~ the Preferred Alternative could potentially result in ~~six~~ 22 percent fewer houses demolished over the 10-year forecast period, while ~~Alternative 3~~ could potentially result in ~~16 percent fewer houses~~ demolished.

~~Alternatives 2 and 3~~ both All action alternatives legalize two ADUs on lots in single-family zones. For lots where this outcome is most likely to occur, our analysis suggests that the two ADUs would be added to the existing house (rather than built as part of new construction) as an investor weighs the trade-offs of achieving more square footage relative to the cost to develop the product.

### Potential Impacts ~~to~~ on Housing Affordability

The terms affordable housing and housing affordability are used in both formal and informal contexts, and definitions can vary greatly. Generally, affordable housing refers to housing (often with income and rent restrictions) that a lower-income household can afford. Housing affordability refers to a broad set of issues and actions related to the relationships among housing production costs, housing prices, and local demographic needs.

Two types of affordable housing exist: regulated affordable housing and private market affordable housing. Regulated affordable housing typically relies on public subsidy, targets households with incomes at a particular level, and has legally restricted rents or sales prices to provide affordability for those households. Regulated affordable housing can be publicly or privately (i.e., non-profit and for-profit) owned and found in a wide range of neighborhoods and building types. In all cases, creating affordable housing requires proactive public policy and/or investment. Private market affordable housing (or low-cost market-rate housing) is provided at an affordable price on the open market without subsidy or legal restriction.

Housing affordability is typically measured as the relationship between housing price and household income. An affordable home is one a household can afford and have sufficient remaining income for basic needs like transportation, food, and healthcare. A common definition for affordability is housing whose monthly costs do not exceed 30 percent of household income. Housing affordability is therefore a function of income and housing costs for each individual household, which can vary substantially given the unique circumstances of a household and housing unit.

Median household income is a standard measure of income that varies by geography and household size and comes from U.S. Census Bureau data. For programs it administers, the Department of Housing and Urban Development (HUD) establishes median household income thresholds based on household size. In Seattle, for example, using these HUD guidelines, the Office of Housing considers \$1,505 to be affordable rent for a one-bedroom unit for a household whose income is 80 percent of the area median income (AMI). For a household with an income of 30 percent of AMI, the affordable rent for a one-bedroom unit is \$563.

Housing affordability refers to housing cost relative to income. Changes to housing affordability can occur ADU production analyzed in this EIS represents market-rate units, with rents set by the property owner. This EIS does not analyze the creation of rent- and income-restricted ADUs. (See Section 3.2 for information on separate City efforts to support equity and affordability through ADUs.) Nonetheless, ADUs can affect housing affordability through two primary mechanisms: 1) changing the price of housing and 2) changing income.

## Potential changes to housing price

The proposed alternatives could potentially affect the price of housing prices in ~~two~~ three main ways: by changing supply (i.e., the number of housing units), ~~or~~ by changing the size and/or characteristics of units, or by changing underlying land values.

**Changes to supply of housing units.** Our results indicate that Alternatives 2 and 3 and the Preferred Alternative may increase the supply of housing units in single-family zones by increasing the production of two- and three-unit outcomes relative to single-unit outcomes. This effect, which is ~~larger~~ largest for Alternative 2 than for Alternative 3 under the Preferred Alternative, may marginally improve housing affordability.<sup>15</sup> Currently, the number of housing units in Seattle's single-family zones is relatively stable. This is a result of having few development opportunities in areas that are already built out. People who want to live in these areas have limited options (both in terms of diversity of housing products available and the number of vacant or for-sale units). Expanding the supply of housing in these neighborhoods can reduce the upward bidding pressure for housing that results from product scarcity. Generally, increasing housing supply helps drive up vacancy rates and eventually puts downward pressure on prices, although in the short-run there is a limit to this dynamic.

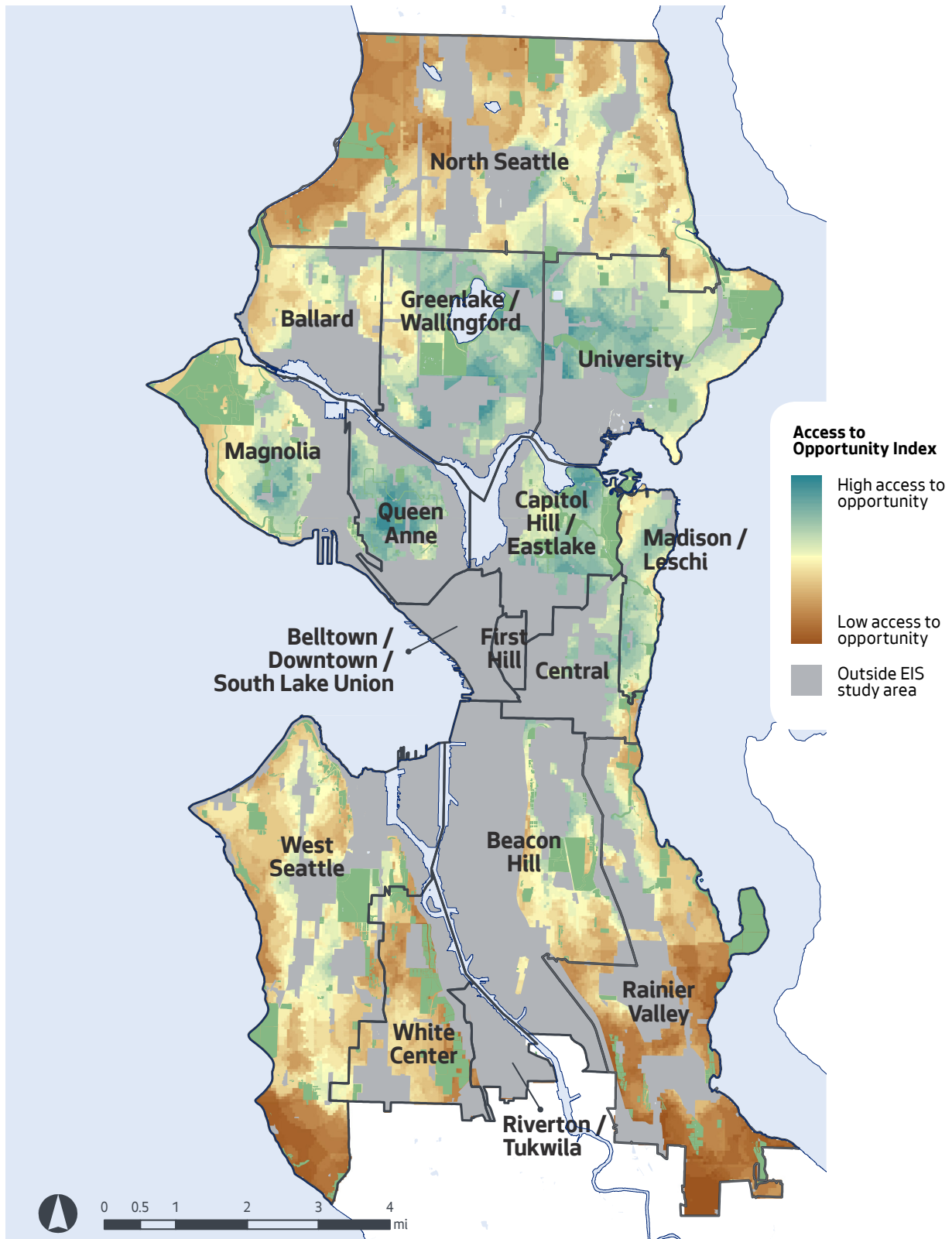
Both the pro forma analysis and the decision model found that ADU production rates are likely to vary by neighborhood profile, with higher rates of ADU production in more expensive neighborhoods. As shown in Exhibit A-50, these also tend to be places with greater access to opportunity.

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<sup>15</sup> For a literature review of the links between housing supply and housing costs, see Appendix I of the MHA EIS "Housing Production and Cost: A Review of the Research Literatures." [http://www.seattle.gov/Documents/Departments/HALA/Policy/MHA\\_FEIS/AppI\\_MHA\\_FEIS\\_2017.pdf](http://www.seattle.gov/Documents/Departments/HALA/Policy/MHA_FEIS/AppI_MHA_FEIS_2017.pdf).

**Exhibit A-50** Seattle 2035 Access to Opportunity Index

Source: Seattle 2016



**Changes to size / characteristics of units.** Changing the size or characteristics of units can also affect the price of housing. Larger units tend to be more expensive. Increasing the number of ADUs (as we estimate may occur in Alternatives 2 and 3 and the Preferred Alternative) has the effect of providing smaller, less expensive units in single-family areas. (The maximum size of an ADU is 1,000 square feet, compared with 3,130 square feet for the typical new single-family home.)<sup>16</sup>

~~Alternatives 2 and 3 both~~ All action alternatives allow the construction of larger DADUs than are allowed in Alternative 1, which would tend to be more expensive than smaller DADUs. However, the pro forma results indicate that property owners may not build to the maximum DADU size allowed.

**Land values.** A final way of looking at potential effects on the price of housing is to look at estimated changes to the maximum residual land value under each alternative. An increase in the residual land value suggests developers can afford to pay more for land, and thus that land prices ~~might~~ could potentially increase. ~~As shown in Exhibit A-51, estimated changes to maximum residual land value vary by alternative, neighborhood, and parcel type. In high-price neighborhoods, the amount a developer could afford to pay for land increases for parcel types C and D, suggesting that land prices could increase for those properties. In medium-price neighborhoods, the largest parcels (type D) experience an increase in residual land values, while smaller parcels show no change or a decrease. In lower-price neighborhoods, the amount a developer could afford to pay is consistent across the three alternatives, suggesting no change in land prices.~~

~~Our results indicate that Alternative 3 could decrease residual land value for certain parcel types in high- and medium-price neighborhoods relative to the no action alternative. This reflects the FAR limit on new construction included in Alternative 3.~~

As shown in Exhibit A-51, estimated changes to maximum residual land value vary by alternative, neighborhood, and parcel type. In higher- and medium-price neighborhoods, the amount a developer could afford to pay for land increases for parcel types C and D, suggesting that land prices could potentially increase for those properties. Smaller parcel types (A and B) in higher- and medium-price neighborhoods show minimal changes.

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<sup>16</sup> 3,130 square feet is the median total square footage of single-family houses built 2016-2017 in the study area.

across the four alternatives. In lower-price neighborhoods, the amount a developer could afford to pay shows only small changes across the four alternatives, suggesting minimal change in property values.

**Exhibit A-51** Estimated Changes to Maximum Residual Land Value

					Percentage change from Alternative 1		
	Alternative 1	Alternative 2	Alternative 3	Preferred Alternative	Alternative 2	Alternative 3	Preferred Alternative
<b>Higher</b>							
<b>A</b>	\$299	\$299	\$299	\$299	0%	0%	0%
<b>B</b>	\$291	<del>\$291</del> \$298	<del>\$277</del> \$294	\$298	0% 2%	-5% 1%	2%
<b>C</b>	\$218	<del>\$227</del> \$253	<del>\$223</del> \$250	\$253	4% 16%	2% 15%	16%
<b>D</b>	\$151	<del>\$169</del> \$187	<del>\$166</del> \$184	\$187	12% 23%	10% 22%	23%
<b>Medium</b>							
<b>A</b>	\$225	<del>\$225</del> \$232	<del>\$225</del> \$228	\$232	0% 3%	0% 1%	3%
<b>B</b>	\$219	<del>\$219</del> \$221	<del>\$209</del> \$217	\$221	0% 1%	-5% -1%	1%
<b>C</b>	\$164	<del>\$164</del> \$189	<del>\$159</del> \$185	\$189	0% 15%	-3% 13%	15%
<b>D</b>	<del>\$115</del> \$116	<del>\$122</del> \$139	<del>\$119</del> \$137	\$139	5% 20%	3% 18%	20%
<b>Lower</b>							
<b>A</b>	\$162	<del>\$162</del> \$170	<del>\$162</del> \$165	\$170	0% 4%	0% 2%	4%
<b>B</b>	<del>\$148</del> \$149	\$149	<del>\$148</del> \$149	\$149	0%	0%	0%
<b>C</b>	<del>\$122</del> \$123	<del>\$123</del> \$128	<del>\$122</del> \$124	\$128	0% 4%	0% 1%	4%
<b>D</b>	\$91	<del>\$91</del> \$95	<del>\$91</del> \$92	\$95	0% 4%	0% 1%	4%

However, changes to residual land value do not directly impact property tax bills, for several reasons. First, we use residual land value to better understand the underlying economics of the ADU policies contemplated in this EIS. Changes in property valuations (used for tax assessments) will occur only to the extent that the potential for ADU creation results in increased prices for home sales. This is a product of ADU production rates and individual homebuyer and investor decision-making. It is not possible to use the residual land value analysis to directly forecast changes in property tax assessments.

Second, actual property tax payments are a function of how properties are valued by the assessor in conjunction with rules for levying property taxes in Washington. The King County Assessor assesses residential properties annually based on a complex statistical estimate of real market value. This Assessor's estimate relies on recent sales of comparable properties in the neighborhood and does not automatically reflect any changes to estimated residual land value. (Additionally, all properties are inspected once every six years.) This process is imperfect; in Seattle in 2017, the median appraised value for residential properties was \$528,000, while the median sales price was \$650,000.

Third, a homeowner's property tax bill does not scale proportionately with changes to assessed real market value. This is due to the complexities of Washington's budget-based property tax system. In Washington, each jurisdiction's annual property tax levy cannot increase by more than one percent over the previous year's levy, unless the public votes to approve a greater increase. Taxes on new construction are exempt from the one percent limit. To illustrate this effect, consider the amount of taxes levied by the City of Seattle as part of its general rate (excluding voter-approved measures). Between 2010 and 2016, assessed value within Seattle increased 33 percent, or 4.8 percent per year. Over the same period, the City's tax levy increased by 9 percent, or 1.5 percent per year. Holding all else constant (assuming no new construction or voter-approved levies), any assessed value increases greater than one percent per year will result in lowered property tax rates.

Recent increases to Seattle property tax bills are driven primarily by 1) statewide changes in how education is funded, and 2) voter-approved measures, not by increased property values. In Seattle, nearly half of the property tax bill is due to voter-approved measures.

Finally, Washington provides property tax exemption or deferral programs for people who are seniors, disabled, low-income, or widows/widowers of veterans. These programs are intended to minimize displacement due to property tax increases.

### **Potential changes to income**

Decreasing housing costs is the most commonly discussed method of increasing housing affordability, but increasing income can achieve the same effect. A household with an income of \$100,000 can afford to pay more for housing than a household with an income of \$50,000. An ADU operated as a rental unit can provide an additional revenue stream for homeowners. Policies that make it easier or less expensive to build ADUs

may improve affordability for some homeowners by providing new income sources.

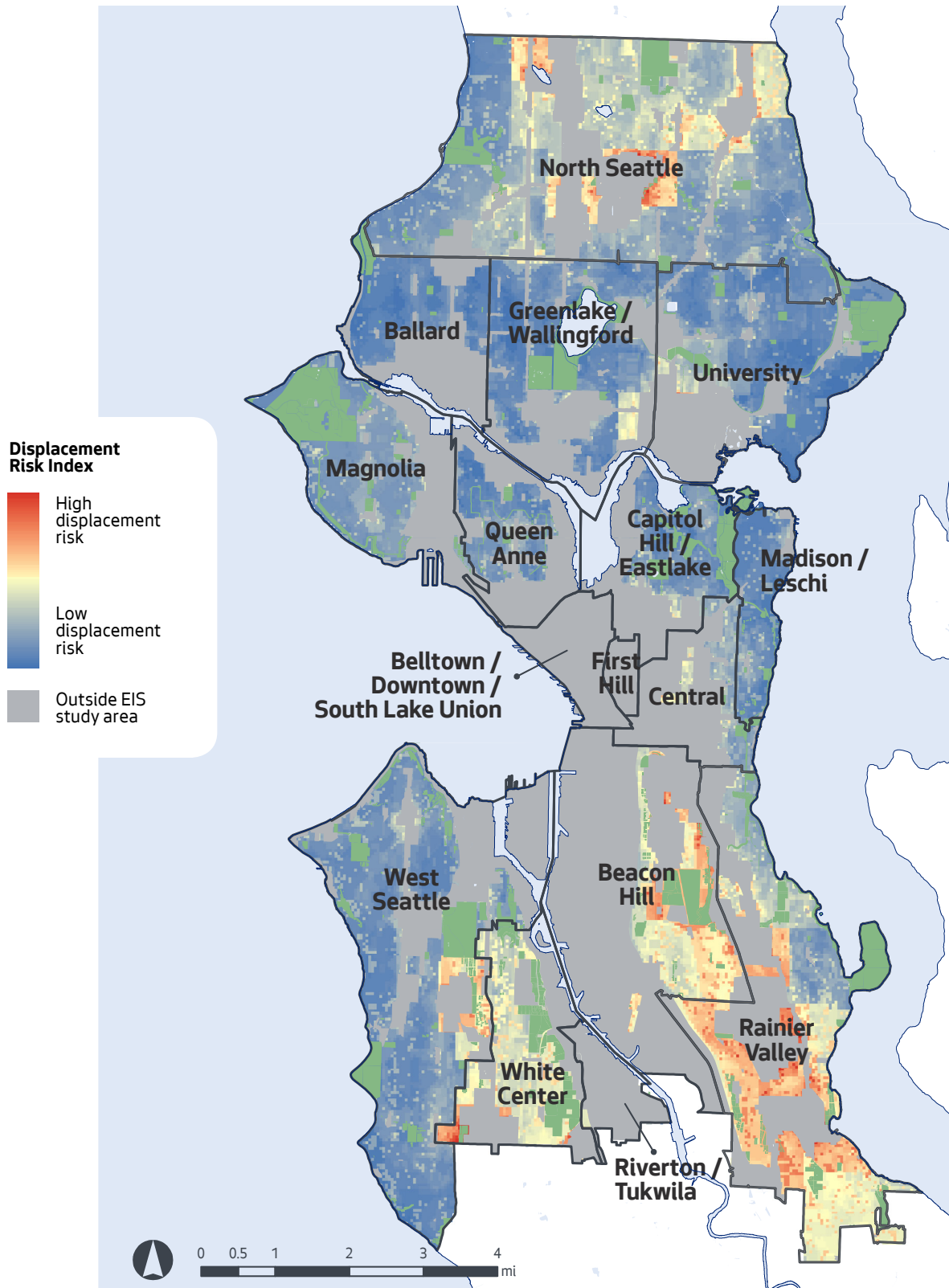
### **Potential Impacts to on Residential Displacement, Marginalized Communities, and People of Color**

As shown in Exhibit A-52, the neighborhoods in our study area most vulnerable to displacement are Rainier Valley, White Center, Beacon Hill, and North Seattle. Except for Beacon Hill, these are all lower-price neighborhoods. Those four neighborhoods also have larger shares of people of color (Exhibit A-53).

Our analysis finds that lower-price neighborhoods would experience the smallest potential changes in development feasibility across all lot sizes. Consistent with the analysis of highest and best use, the estimate of future production also finds that lower-price neighborhoods would generally experience the smallest increases in ADU production and smallest decreases in teardowns.

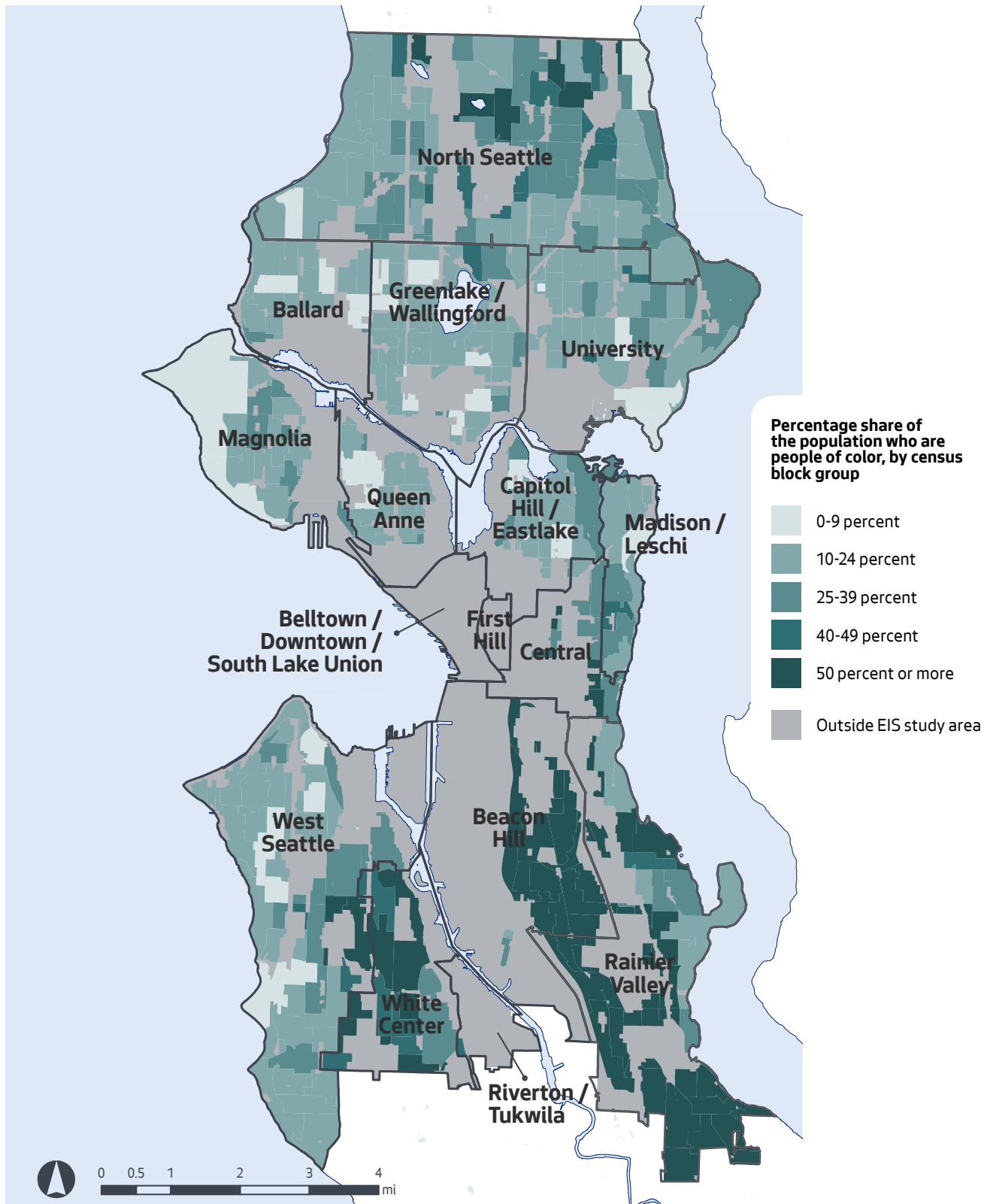
**Exhibit A-52**     Seattle 2035 Displacement Risk Index

Source: Seattle 2016



**Exhibit A-53** Share of Residents Who Are People of Color

Source: 2016 5-Year American Community Survey



## Potential Changes to ADU Production

Both Alternatives 2 and 3 and the Preferred Alternative are estimated to increase the number of ADUs created relative to Alternative 1 (No Action). Compared to Alternative 1, we estimate the potential for a ~~76~~ 117 percent increase in ADUs in Alternative 2 (~~1,440~~ 2,310 additional ADUs), ~~and a 64~~ 73 percent increase in Alternative 3 (~~1,210~~ 1,430 additional ADUs), ~~and a~~ 125 percent increase in the Preferred Alternative (2,460 additional ADUs). As shown in Exhibit A-48 and Exhibit A-49, The ~~the~~ results of the analysis show that additional ADUs created in Alternatives 2 and 3 and the Preferred Alternative would be distributed across all neighborhoods and lot sizes, but with the largest increases in higher-price neighborhoods.

# APPENDIX B

## Parking Analysis Methods and Assumptions

### B.1 Background

The City of Seattle proposes to change regulations in the Land Use Code to remove barriers to the creation of ADUs in single-family zones. ADUs include backyard cottages, known as detached accessory dwelling units (DADUs), and in-law apartments, known as attached accessory dwelling units (AADUs). The proposal involves several Land Use Code changes, including allowing two ADUs on some lots, changing the existing off-street parking and owner-occupancy requirements, and changing some development standards that regulate the size and location of DADUs.

In May 2016, the City prepared an environmental checklist evaluating the potential environmental impacts of the proposed changes to the Land Use Code, and made a determination of non-significance. The determination made in the checklist was appealed in June 2016. In December 2016, the Seattle Hearing Examiner determined that a more thorough review of the potential environmental impacts of the proposal was required (Tanner 2016). This requested review included impacts to on-street parking. Based on the Hearing Examiner's decision, the Seattle City Council prepared an Environmental Impact Statement (EIS) in accordance with the Washington State Environmental Policy Act (SEPA).

The EIS analyzes ~~three~~ four alternatives. (For a full list of the proposed changes in each alternative, see Chapter 2 of the EIS, Exhibit 2.2).

- **Alternative 1 (No Action).** Under Alternative 1, no changes would be made to the existing ADU regulations.
- **Alternative 2.** Alternative 2 considers the broadest range of changes to the Land Use Code to promote the production of ADUs. These changes include: allowing lots in single-family zones to have both an AADU and a DADU; removing the owner-occupancy requirement; removing the off-street parking

requirement for ADUs; reducing predevelopment costs for DADUs; and allowing lots between 3,200 and 3,999 square feet to add a DADU.

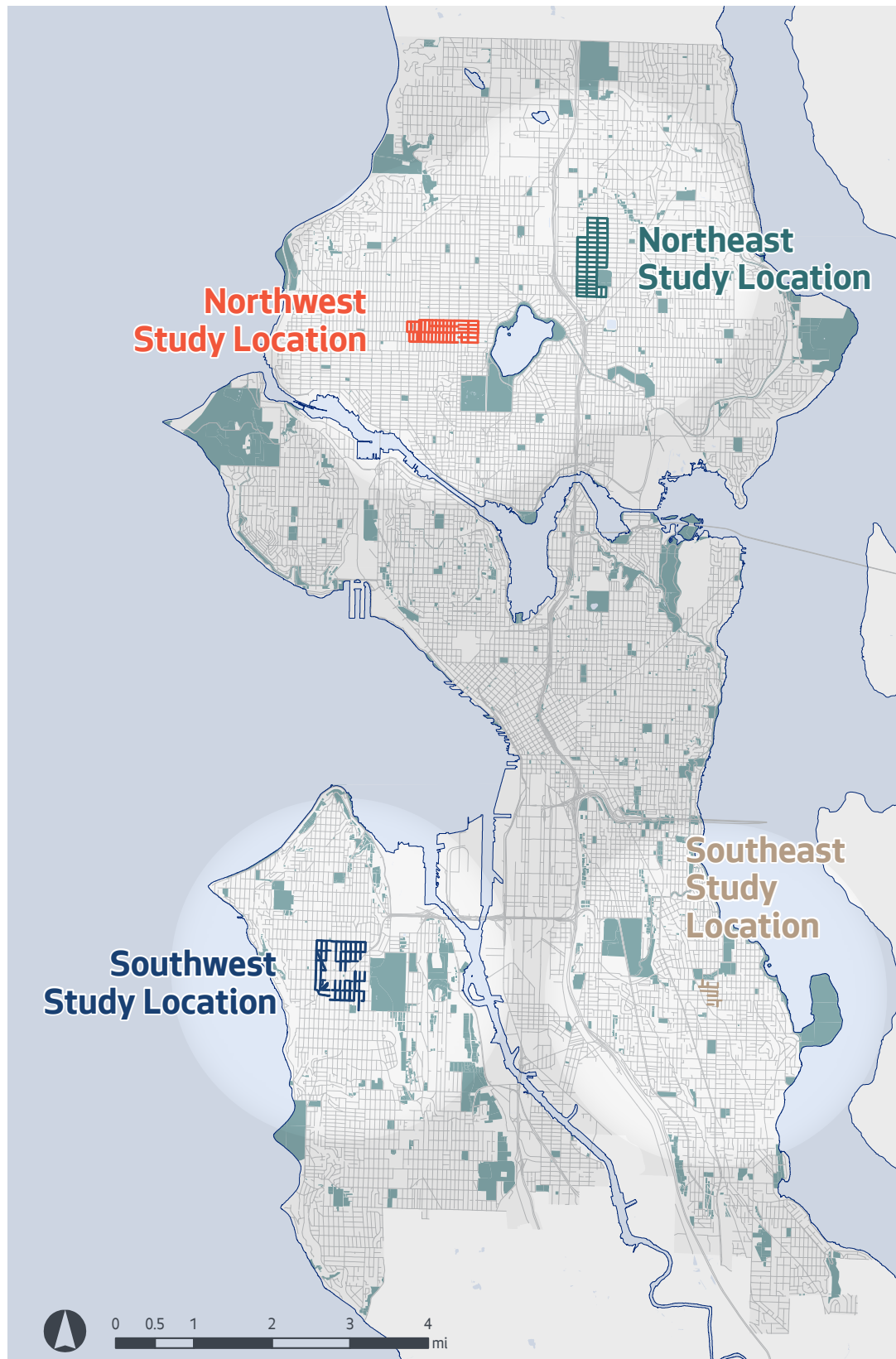
- **Alternative 3.** Alternative 3 considers more modest adjustments to the Land Use Code that emphasize maintaining a scale compatible with existing development in single-family zones. These changes include: allowing single-family-zoned lots to have both an AADU and a DADU; removing the off-street parking requirement for the first (but not second) ADU; allowing lots between 3,200 and 3,999 square feet to add a DADU; ~~requiring MHA affordability contributions~~ adding an incentive for affordable housing for the second ADU; and adding a maximum floor area ratio (FAR) limit for new development.
- **Preferred Alternative.** The Preferred Alternative combines elements of the action alternatives considered in the Draft EIS (Alternative 2 and Alternative 3). This includes removing the off-street parking and owner-occupancy requirements; allowing an AADU and a DADU, or two AADUs, on a single lot; allowing lots between 3,200 and 3,999 square feet to add a DADU, and adding a maximum FAR limit for new development.

These proposed changes could affect parking availability in the study area. This appendix summarizes the methodology used to estimate parking demand for ADU residents and the impacts of that demand on parking in Seattle's single-family zones.

## STUDY LOCATIONS

A study of on-street parking in the entire EIS study area (as shown in Chapter 2, Exhibit 2-1) would be infeasible. Therefore, we identified four smaller study locations that provide a representative sample of neighborhoods in the study area (see Exhibit B-1 through Exhibit B-5 Exhibit B-14). These four study locations are located across the northwest, northeast, southwest and southeast areas of the city. In each study location, we selected a set of block faces to collect data on existing conditions and estimate parking impact. The study locations represent a range of conditions found in single-family zones and include areas that vary by lot size; the presence of alleys, driveways, and sidewalks; and proximity to transit. Not all block faces in the southeast and southwest study locations are included in this analysis. Some streets have one block face included in this analysis, and other streets have both block faces. This variation is due to the repurposing of data collected for a separate parking study conducted by the Seattle Department of Transportation (see Section 4.4, Parking and Transportation).

**Exhibit B-1** Overview of Study Locations

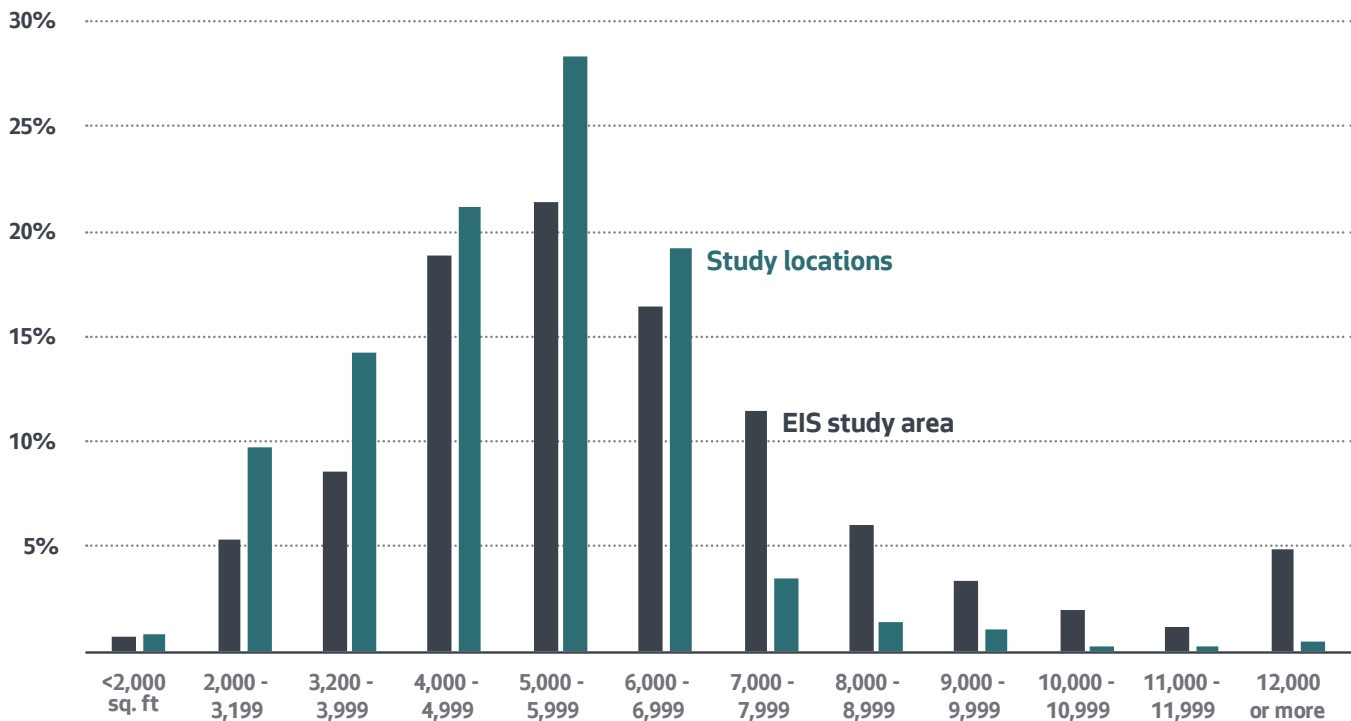


**New in the FEIS**

Exhibit B-1 is updated  
in the Final EIS.

Exhibit B-2 compares the distribution of lot sizes in the EIS study area to lot sizes in the four parking study locations. Exhibit B-3 through Exhibit B-14 provide maps of streets studied in each parking study location; maps illustrating the distribution of lot sizes and parcel types<sup>1</sup> in each study location; and charts comparing lot sizes in each study location to the EIS study area. In general, the parking study locations represent a range of lot sizes found similar to the EIS study area overall. The parking study locations slightly overrepresent relatively smaller lots compared to the EIS study area overall. Areas with relatively smaller lots typically are denser (i.e., have more houses per block), which may result in more vehicles parked on the street. In addition, street widths in the parking study locations (27 feet average) resemble street widths throughout the EIS study area (26 feet average).

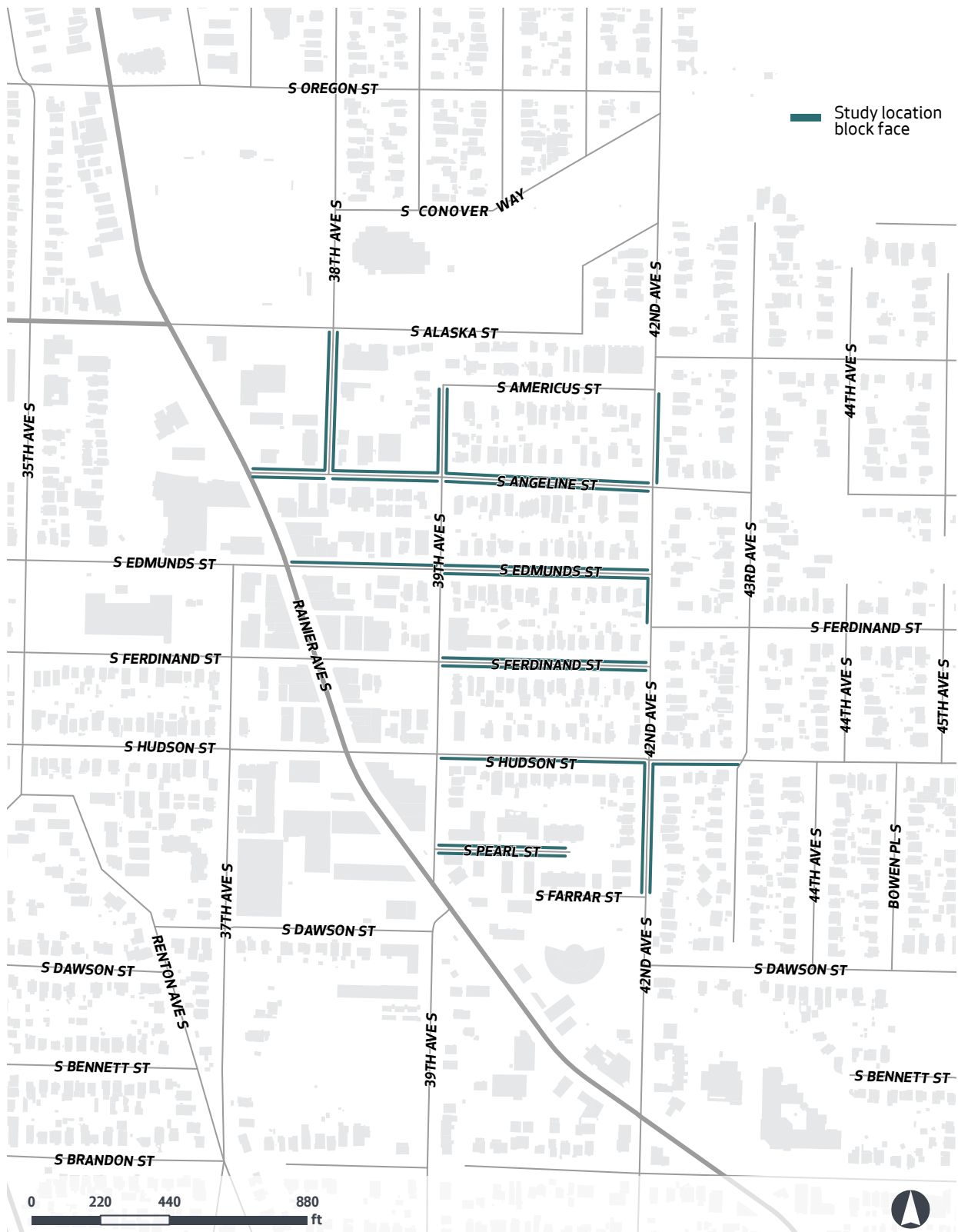
**Exhibit B-2** Distribution of Lot Sizes across all Study Locations Combined



**New in the FEIS** Exhibit B-2 is a new exhibit in the Final EIS.

<sup>1</sup> See Exhibit 4.1-11 for characteristics of each parcel type.

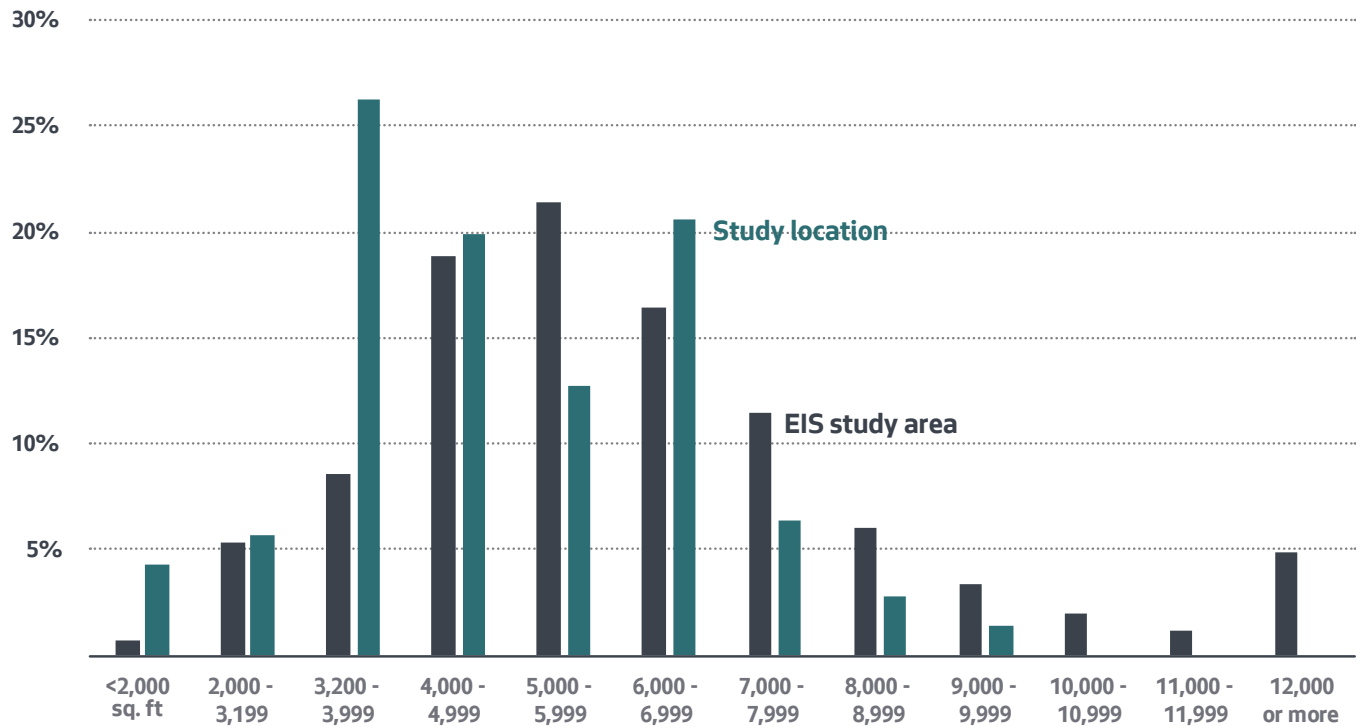
Exhibit B-3 Southeast Study Location



**Exhibit B-4** Distribution of Parcel Types in the Southeast Study Location



**Exhibit B-5**      Distribution of Lot Sizes in the Southeast Study Location



**New in the FEIS** Exhibit B-5 is a new exhibit in the Final EIS.

**Exhibit B-6** Northeast Study Location



**Exhibit B-7** Distribution of Parcel Types in the Northeast Study Location

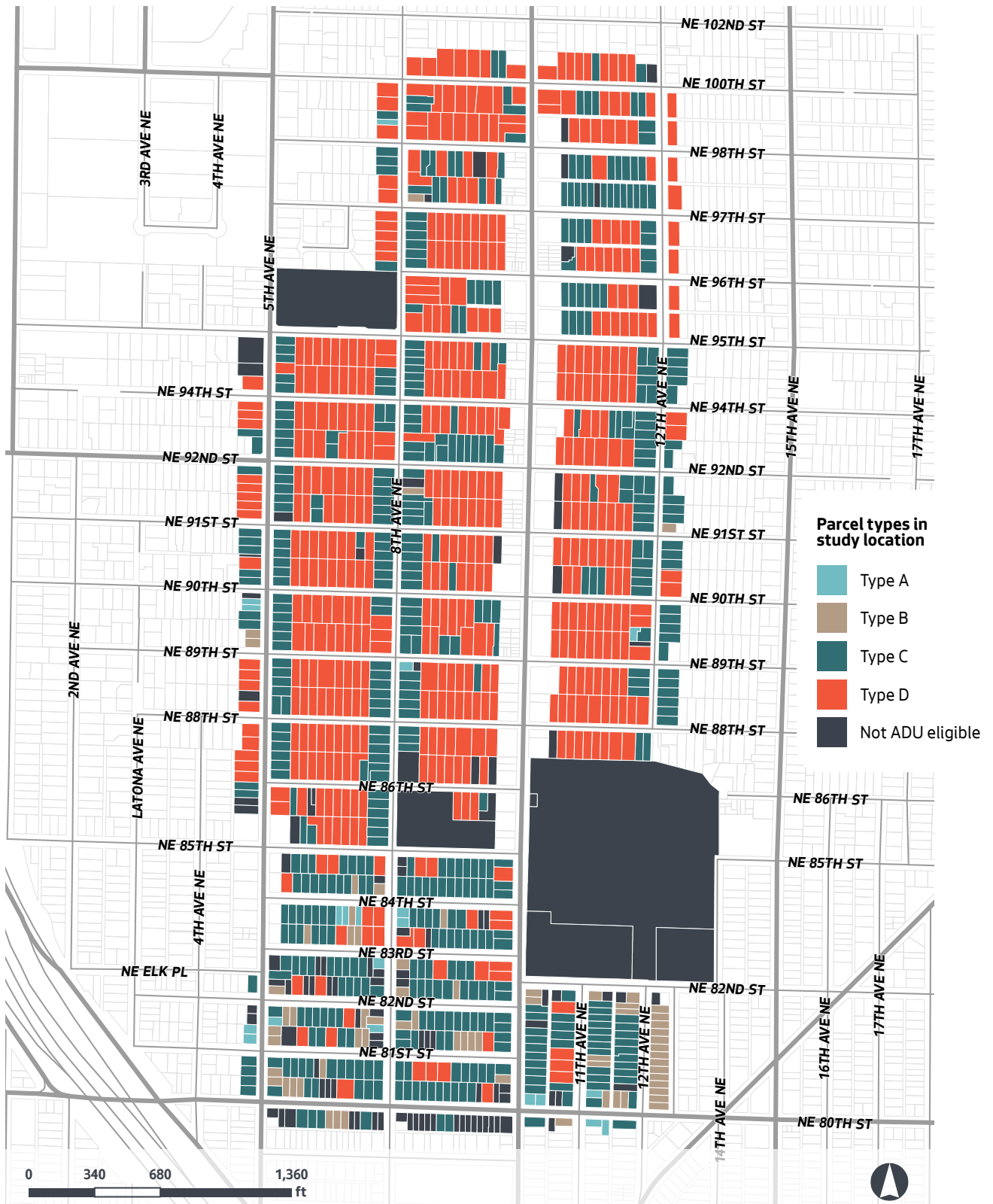
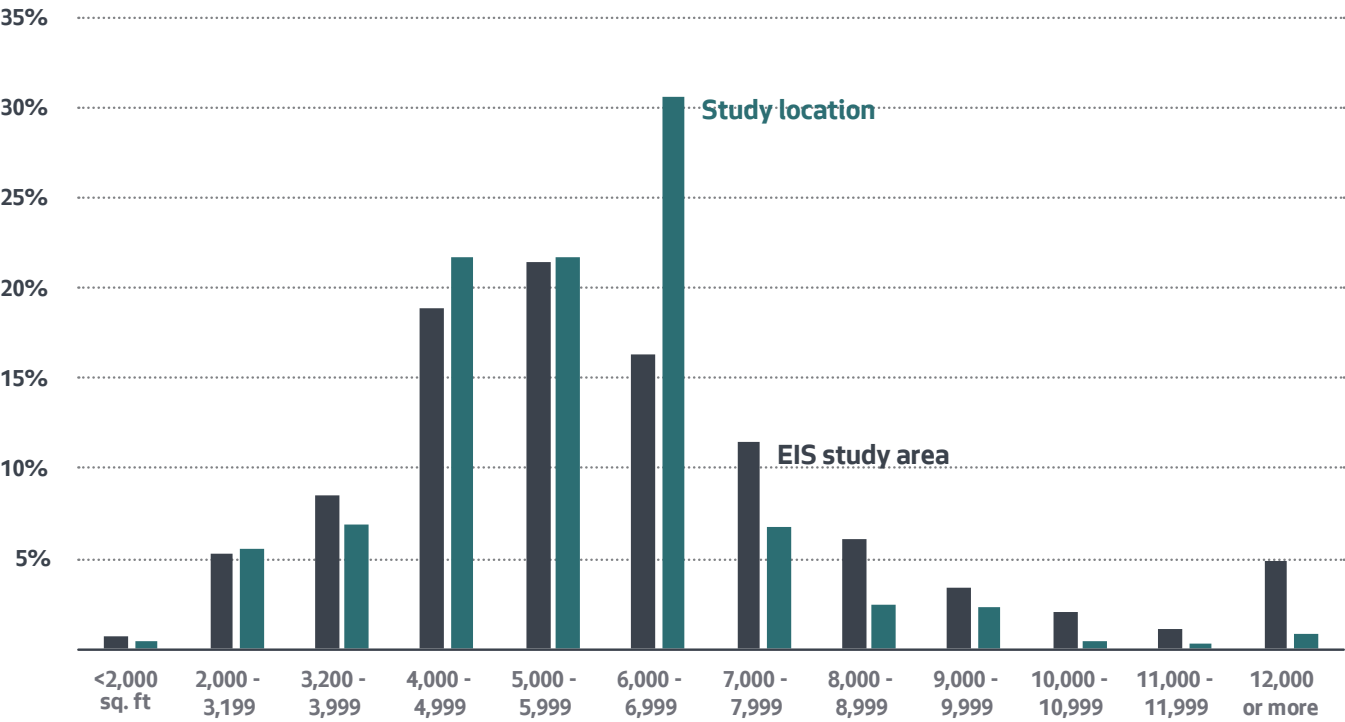
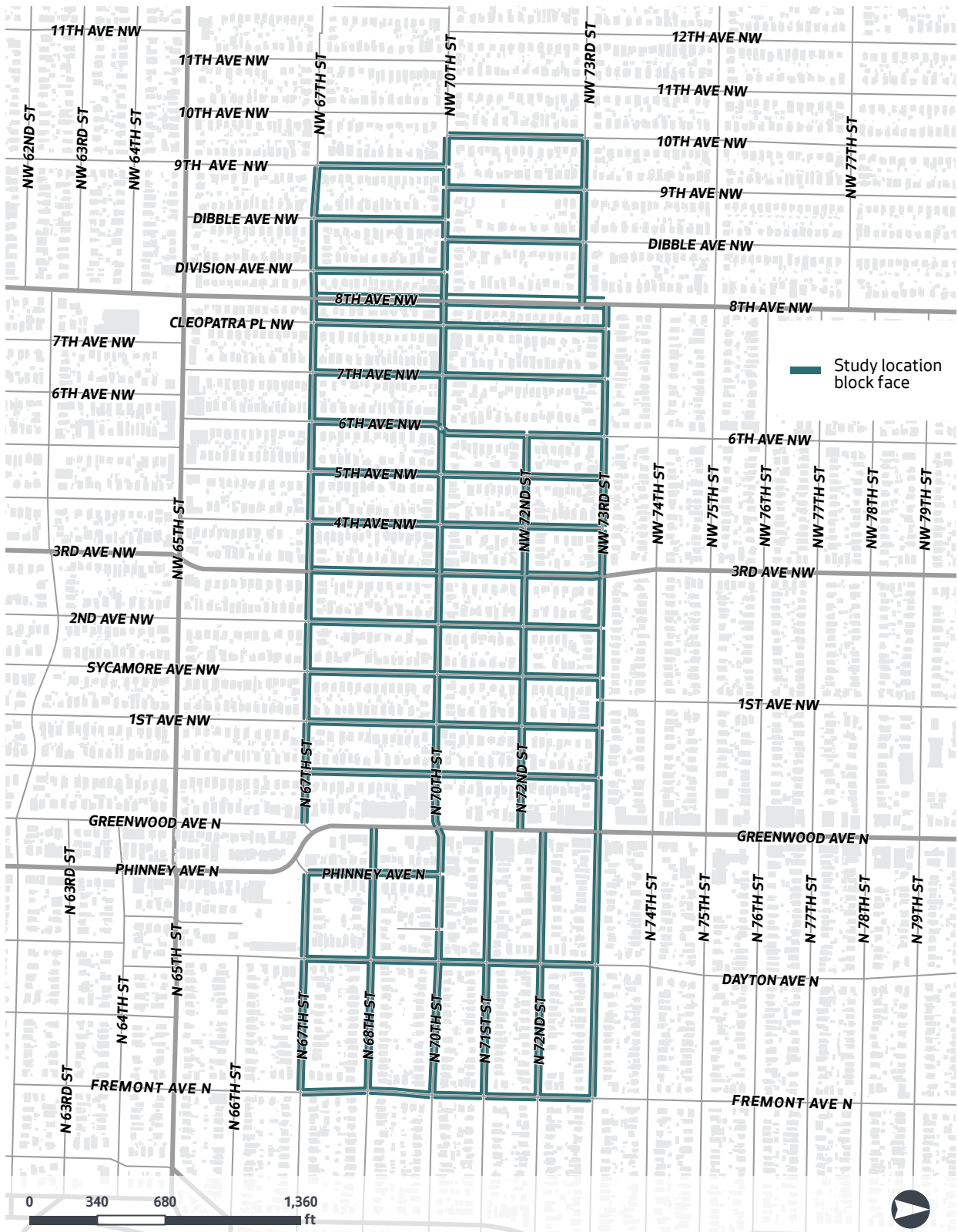


Exhibit B-8      Distribution of Lot Sizes in the Northeast Study Location



New in the FEIS Exhibit B-8 is a new exhibit in the Final EIS.

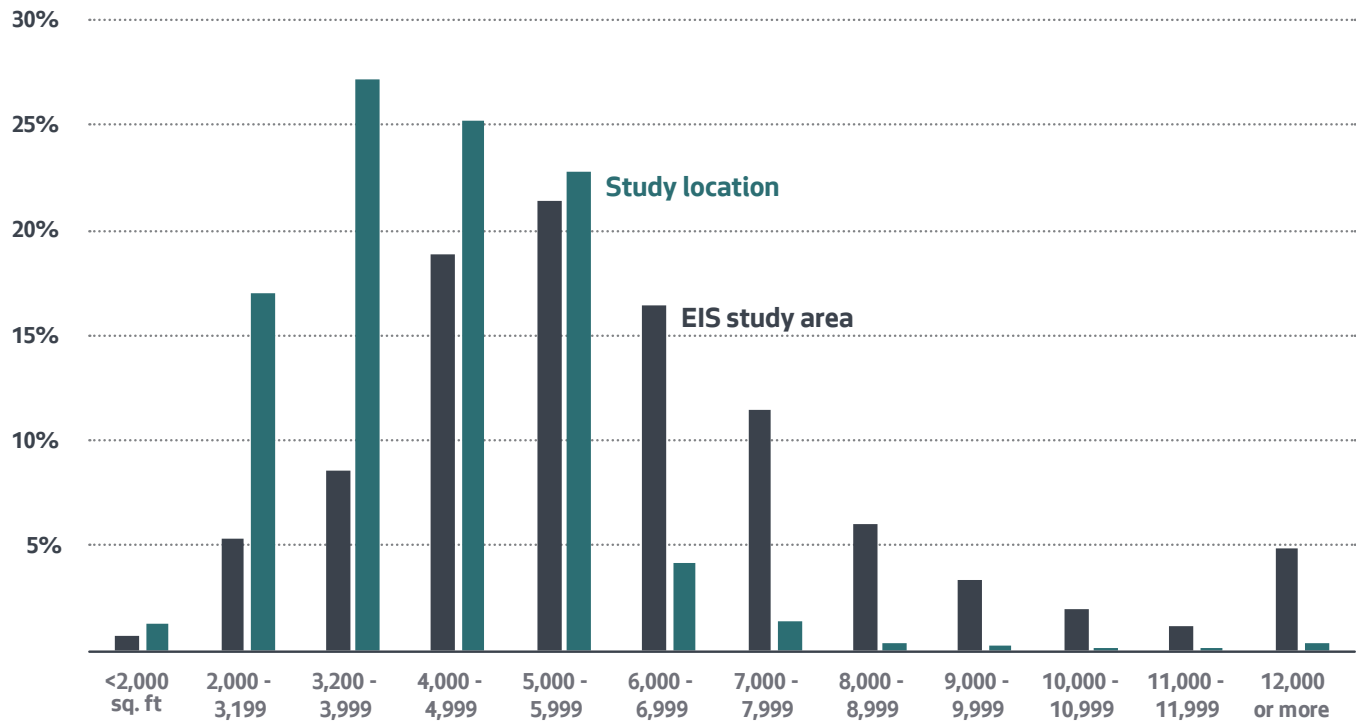
**Exhibit B-9** Northwest Study Location



**Exhibit B-10** Distribution of Parcel Types in the Northwest Study Location

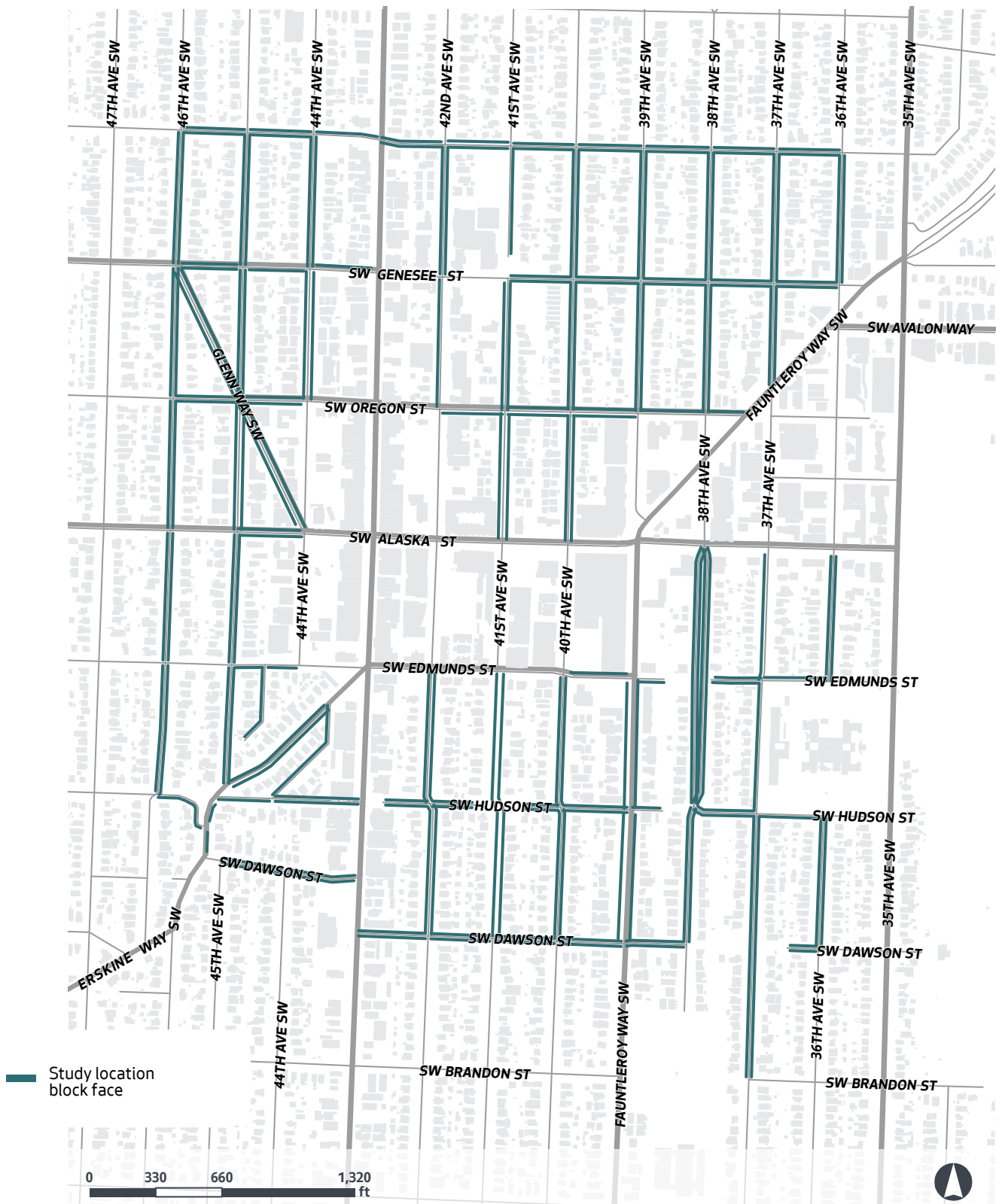


**Exhibit B-11**     Distribution of Lot Sizes in the Northwest Study Location

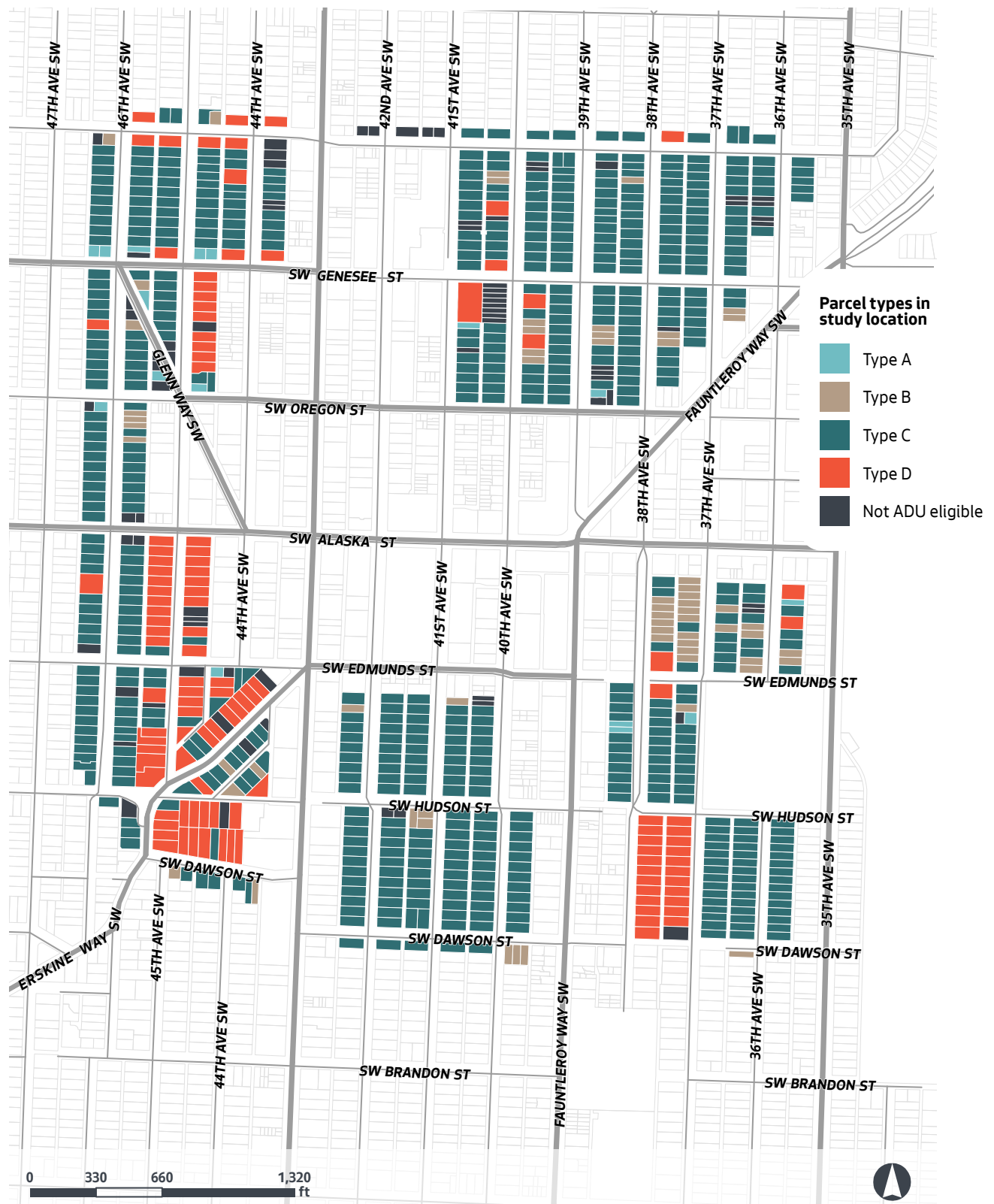


**New in the FEIS** Exhibit B-11 is a new exhibit in the Final EIS.

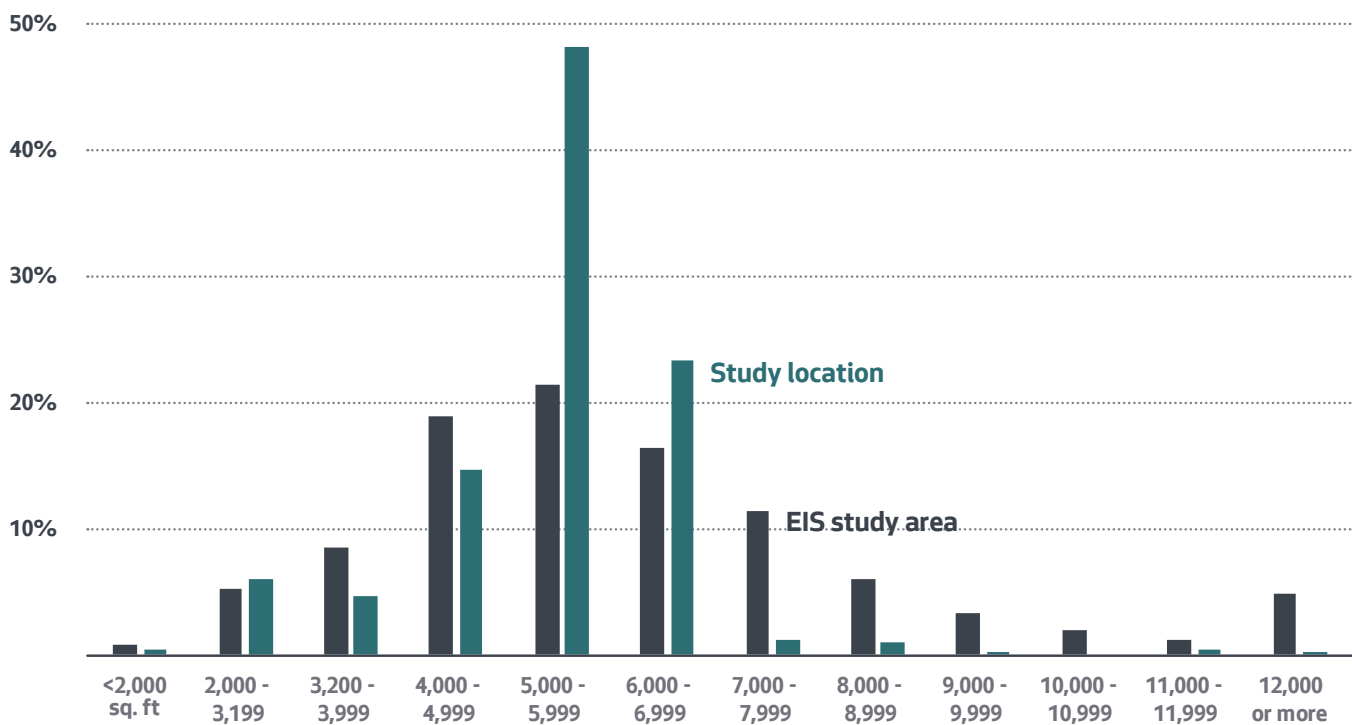
Exhibit B-12 Southwest Study Location



**Exhibit B-13** Distribution of Parcel Types in the Southwest Study Location



**Exhibit B-14**     Distribution of Lot Sizes in the Southwest Study Location



**New in the FEIS** Exhibit B-14 is a new exhibit in the Final EIS.

## B.2 Data Sources

### ON-STREET PARKING SUPPLY AND UTILIZATION DATA

We collected data on parking supply and utilization for each block face in each study location. We identified blocks with unrestricted parking, restricted parking, and no parking allowed. This report focuses on unrestricted parking spaces and their utilization in these locations. Throughout the city there are about 46,000 block faces, most of which have unrestricted parking. In residential areas, peak parking demand usually occurs overnight on a weeknight. As a result, we used weeknight overnight parking supply and utilization to estimate residential parking usage. For the northeast and northwest study locations, we collected data on parking supply and utilization for each block face generally using the methodology for data collection described in Tip 117 (SDCI 2011). SDOT collected parking supply and utilization data for the southeast and southwest study locations (SDOT 2016; SDOT 2017). Data collection for this analysis generally followed the methodology outlined in the Seattle Department of Construction and Inspection's Parking Waivers for Accessory Dwelling Units document ([Tip 117](#)).<sup>2</sup> We used overnight parking data collected on the following days:

- Southeast: Wednesday, October 12, 2016
- Northeast: Friday, December 15, 2017
- Northwest: Friday, December 15, 2017
- Southwest: Thursday, September 21, 2017, and Tuesday, September 26, 2017

For residential areas near neighborhood business districts, peak on-street parking demand usually occurs on weekend afternoons. While the study locations are not near large retail areas, we measured parking utilization on Saturdays to confirm that weekday overnight parking demand was the peak. For the southeast study location, we used parking data collected in 2016 for a different SDOT parking analysis that did not include weekend parking data. For the other study locations, we collected overnight parking data on the following Saturdays:

- Northeast: December 9, 2017
- Northwest: December 9, 2017
- Southwest: September 23 and September 30, 2017

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<sup>2</sup> Seattle Department of Construction and Inspections (SDCI). 2011. Parking Waivers for Accessory Dwelling Units. Seattle, Washington. Retrieved from <http://www.seattle.gov/DPD/Publications/CAM/cam117.pdf>

## **ADU SURVEY FOR PORTLAND, EUGENE, AND ASHLAND, OREGON**

Data about the demographics and travel characteristics for current ADU residents in Seattle was not available. To estimate the characteristics of Seattle's ADU residents, we reviewed a survey that Portland State University (PSU) conducted of ADU owners in three Oregon communities in 2013 that provides valuable details about the characteristics of ADU residents.<sup>3</sup> Researchers at PSU's Survey Research Lab sent surveys to 839 ADU owners in Portland, Eugene, and Ashland that asked questions about ADU use, resident and owner demographics, construction, and energy use. Because Portland's land use and transportation characteristics resemble Seattle's more closely than those of Eugene or Ashland, we used data only from ADU owners in Portland. Researchers received 290 responses from Portland ADU owners out of 673 sent surveys, a response rate of 43.2 percent. For this EIS, the most relevant data collected in the PSU survey was vehicle ownership for ADU residents; the number of adult residents in each ADU; the number of bedrooms in each ADU; and the average square footage of each ADU. We estimated the average rate of vehicle ownership for ADU residents in Seattle using both data from this survey and estimates from the U.S. Census Bureau. Section 3 of this appendix describes our methodology.

## **AMERICAN COMMUNITY SURVEY 2012-2016**

We also used data from Demographic and Housing Estimates in the 2012-2016 American Community Survey (ACS) for Portland and Seattle. Relevant data included:

- number of vehicles available per renter-occupied and owner-occupied household
- number of adults per renter-occupied household
- number of bedrooms per renter-occupied household

We collected ACS data at the census tract level to develop specific estimates for each study location. We averaged data from census tracts containing study location block faces to create these estimates. The estimate for the northeast location reflects an average of five census tracts, the northwest location six tracts, and the southwest location three

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3 Horn, T., Elliott, D., & Johnson, A. (2013). Accessory Dwelling Unit Survey for Portland, Eugene, and Ashland, Oregon. Retrieved from <https://accessorydwellings.files.wordpress.com/2013/10/adureportfrev.pdf>.

tracts; all block faces in the southeast location are located in the same census tract.

## **B.3 Assumptions and Methodology**

### **ASSUMPTIONS**

We made several assumptions about the characteristics of ADU residents to estimate their parking needs:

- We assumed 100 percent of ADU residents are renters. In cases where an owner builds an ADU, moves into the ADU and rents out the main house, the additional residents that arise from the creation of an ADU are also renters.
- We assumed the demographics of ADU resident match overall demographics of renters for each study location.
- While off-street parking is required only for Alternatives 1 and 3, we assumed for all alternatives that 100 percent of ADU residents who own a vehicle use on-street parking.
- We assumed that, on average, an ADU in Portland is the same size and has the same number of adult residents as an ADU in Seattle.
- We assumed the ratio of vehicle ownership among ADU households and among renter-households overall is the same in Portland and Seattle.
- We assumed that residents are willing to park on either side of the street, as long as the parking space is on the same block as their home.

### **METHODOLOGY**

#### **Estimating Vehicle Ownership for ADU Residents**

##### **Characteristics of ADU residents in Portland**

We used data from the PSU survey on the number of adult ADU occupants to estimate the average number of adult occupants and bedrooms per ADU in Seattle. These estimates are presented in Exhibit B-15 and Exhibit B-16. Data from the U.S. Census Bureau on age demographics indicates that age ranges in Seattle and Portland are similar overall; therefore, it is appropriate to apply the data from Portland ADUs to Seattle ADUs.

**Exhibit B-15** Estimate of Adult Occupants per ADU in Portland

Adult occupants <sup>1</sup>	% of ADUs	Average number of adults per ADU
1	64.7%	1.36
2	34.3%	
3	1.0%	

<sup>1</sup> Accessory Dwelling Unit Survey for Portland, Eugene, and Ashland, Oregon, 2013. Survey Research Lab, Portland State University.

**Exhibit B-16** Number of Bedrooms per ADU in Portland

Bedrooms <sup>1</sup>	% of ADUs	Average number of bedrooms per ADU
0 (studio) <sup>2</sup>	26.7%	1.25
1	50.0%	
2	21.9%	
3+	1.4%	

<sup>1</sup> Accessory Dwelling Unit Survey for Portland, Eugene, and Ashland, Oregon, 2013. Survey Research Lab, Portland State University.

<sup>2</sup> Calculated as one bedroom.

The average size of ADUs in Portland is approximately 665 square feet, with individual ADU sizes ranging from 200 square feet to 1,500 square feet.<sup>4</sup>

<sup>4</sup> Horn, T., Elliott, D., & Johnson, A. (2013). Accessory Dwelling Unit Survey for Portland, Eugene, and Ashland, Oregon. Retrieved from <https://accessorydwellings.files.wordpress.com/2013/10/adureportfrev.pdf>

## Estimating ADU vehicle ownership in Seattle study locations

We applied data from both the PSU survey and U.S. Census Bureau to estimate vehicle ownership among ADU households in Seattle. We assumed the same ratio of vehicle ownership among ADU households and all renter-occupied households in Portland and Seattle, as shown in Equation 1.

$$\text{Equation 1: } \frac{\text{CarOwn}_{ADU,PDX}}{\text{CarOwn}_{Rent,PDX}} = \frac{\text{CarOwn}_{ADU,SEA}}{\text{CarOwn}_{Rent,SEA}}$$

where:

$\text{CarOwn}_{ADU,PDX}$  = Average number of vehicles per ADU household in Portland

$\text{CarOwn}_{Rent,PDX}$  = Average number of vehicles per renter-occupied household in Portland

$\text{CarOwn}_{ADU,SEA}$  = Average number of vehicles per ADU household in Seattle

$\text{CarOwn}_{Rent,SEA}$  = Average number of vehicles per renter-occupied household in Seattle

To estimate an average car ownership rate for ADU occupants in Seattle, Equation 1 can be written as Equation 2. In Equation 2, average vehicle ownership for renter-occupied households in Seattle is adjusted based on the ratio of average vehicle ownership for ADU households to average vehicle ownership for renter-occupied households in Portland.

Equation 2:

$$\text{CarOwn}_{ADU,SEA} = \text{CarOwn}_{Rent,SEA} * \frac{\text{CarOwn}_{ADU,PDX}}{\text{CarOwn}_{Rent,PDX}}$$

Exhibit B-17 presents weighted averages for number of vehicles per household for ADU households and renter-occupied households in Portland.

**Exhibit B-17** Portland Vehicle Ownership Estimates

Number of vehicles	% of households	Average number of vehicles per household
Portland ADU households <sup>1</sup>		
0	19.9%	<div>CarOwn<sub>ADU,PDX</sub></div> <div>0.954</div>
1	66.3%	
2	12.2%	
3+	1.5%	
Portland renter households <sup>2</sup>		
0	25.9%	<div>CarOwn<sub>Rent,PDX</sub></div> <div>1.08</div>
1	46.5%	
2	21.3%	
3+	6.3%	

1 Accessory Dwelling Unit Survey for Portland, Eugene, and Ashland, Oregon, 2013. Survey Research Lab, Portland State University.

2 United States Census Bureau 2012-2016 Demographic and Housing Estimates for Portland city, Oregon

Equation 2 assumes that the average renter-occupied households in Seattle and Portland have the same number of adults. To adjust for differences in household size, we compared the average number of bedrooms in renter-occupied housing units in Portland and in each of the Seattle study locations. We then used these ratios to adjust Equation 2, resulting in Equation 3:

Equation 3:

$$CarOwn_{ADU,SEA\ ADJUSTED} = CarOwn_{Rent,SEA} * \frac{CarOwn_{ADU,PDX}}{CarOwn_{Rent,PDX} * \frac{BR_{SEA}}{BR_{PDX}}}$$

where:

$BR_{SEA}$  = Average number of bedrooms per renter-occupied housing unit in Seattle

$BR_{PDX}$  = Average number of bedrooms per renter-occupied housing unit in Portland

Using information from the Census Bureau, we calculated weighted averages of the number of vehicles per renter household for Seattle overall and for each study location. Exhibit B-18 provides the average number of bedrooms per housing unit in Portland or Seattle, the ratio

of average bedrooms per unit in Seattle compared to Portland, and the adjusted ratio of vehicle ownership.

We applied this adjusted ratio of vehicle ownership ~~vehicle ownership~~ estimates for Seattle and the four study locations to estimate the car ownership rates per ADU using Equation 3. Exhibit B-19 presents these vehicle ownership estimates. Since the four study locations are in predominantly single-family residential neighborhoods, average vehicles ownership rates above the overall average for renter households are logical based on allowable ADU unit size. The parking analysis estimated that each additional ADU would generate between 1.03 and 1.29 additional vehicles that use on-street parking throughout the study locations.

**Exhibit B-18** Ratio of Vehicle Ownership Based on Number of Bedrooms

Number of bedrooms	% of households					
	Portland Renters <sup>1</sup>	Seattle Renters <sup>4</sup>	Northeast Renters <sup>5</sup>	Northwest Renters <sup>5</sup>	Southeast Renters <sup>5</sup>	Southwest Renters <sup>5</sup>
<b>Studio</b>	12.4%	15.6%	15.3%	8.0%	5.0%	10.6%
<b>1</b>	30.0%	40.1%	33.6%	33.5%	44.3%	43.6%
<b>2<sup>2</sup></b>	26.1%	29.9%	32.4%	38.2%	35.8%	28.6%
<b>3<sup>2</sup></b>	26.1%	9.4%	9.1%	13.7%	13.1%	8.2%
<b>4<sup>3</sup></b>	5.4%	3.2%	7.0%	5.5%	1.9%	7.9%
<b>5+</b>	—	1.7%	2.6%	1.1%	0.0%	1.1%
	Portland Renters	Seattle Renters	Northeast Renters	Northwest Renters	Southeast Renters	Southwest Renters
<b>Average number of bedrooms per household</b> $BR_{SEA} \text{ or } BR_{PDX}$	1.945	1.651	1.82	1.864	1.677	1.729
<b>Ratio of bedrooms</b> $BR_{SEA} / BR_{PDX}$	—	0.849	0.936	0.958	0.862	0.889
<b>Adjusted ratio of vehicle ownership (see Equation 3)</b>	—	1.041	0.944	0.922	1.025	0.944

1 U.S. Census Bureau 2012-2016 estimates of number of bedrooms (table B25042) for all of Portland city, Oregon.

2 Number of households with two or three bedrooms presented as one percentage (52.2%); study assumed an even distribution between two- and three-bedroom households.

3 Information for number of bedrooms in Portland renter-occupied households given in increments of 0, 1, 2, 3, and 4+ bedroom only.

4 U.S. Census Bureau 2012-2016 estimates of number of bedrooms (table B25042) for all of Seattle city, Washington.

5 U.S. Census Bureau 2012-2016 estimates of number of bedrooms (table B25042) for census tracts in Seattle city, Washington.

**Exhibit B-19** Vehicle Ownership Estimates for Seattle ADU Residents

Number of vehicles	% of households				
	Seattle Renters <sup>1</sup>	Northeast Renters <sup>2</sup>	Northwest Renters <sup>2</sup>	Southeast Renters <sup>2</sup>	Southwest Renters <sup>2</sup>
<b>0</b>	27.3%	18.8%	11.4%	26.3%	16.0%
<b>1</b>	49.2%	48.8%	50.6%	45.7%	51.2%
<b>2<sup>2</sup></b>	18.4%	23.7%	26.3%	23.2%	27.7%
<b>3<sup>2</sup></b>	3.5%	6.1%	8.5%	4.3%	3.9%
<b>4<sup>3</sup></b>	0.9%	1.7%	1.9%	0.0%	0.6%
<b>5+</b>	0.7%	1.0%	1.2%	0.5%	0.6%
	Seattle Renters	Northeast Renters	Northwest Renters	Southeast Renters	Southwest Renters
<b>Average number of vehicles per household</b>	1.651	1.82	1.864	1.677	1.729
<b>CarOwn<sub>Rent,SEA</sub></b>					
<b>Adjusted ratio of vehicle ownership (see Equation 3)</b>	1.041	0.944	0.922	1.025	0.944
<b>Estimated number of vehicles per ADU</b>	<b>1.08</b>	<b>1.15</b>	<b>1.21</b>	<b>1.29</b>	<b>1.03</b>

1 U.S. Census Bureau 2012-2016 estimates of tenure by vehicles available (table B25044) for all of Seattle city, Washington.

2 U.S. Census Bureau 2012-2016 estimates of tenure by vehicles available (table B25044) for census tracts in Seattle city, Washington.

## Estimating ADU Parking Impacts

Based on the parcel typology described in Section 4.1, Housing and Socioeconomics, we classified parcels in each study location according to their eligibility to have an ADU. This classification reflects Land Use Code regulations for development in single-family zones, requirements for vehicle access, and lot size and configuration. We consider any parcel of type A, B, C, or D to be "eligible" and any parcel of type Z to be "ineligible." To estimate parking demand for each alternative, we drew on the 2018-2027 ADU production estimates generated using the pro forma analysis and behavioral models described in Appendix A. Those estimates indicate that between ~~1.48~~ 1.63 and ~~3.05~~ 4.64 percent of parcels would have an ADU, depending on the characteristics of each parcel type. In our parking analysis, we apply the highest estimated ADU production rate at the nearest whole number (3 percent) for all eligible parcels. Since ~~various~~

several development standards vary across alternatives, including the number of ADUs allowed on a lot, we made the following assumptions about the number of lots with ADUs in each alternative:

- **Alternative 1.** 3 percent of eligible parcels will have 1 ADU.
- **Alternative 2.** 3 5 percent of eligible parcels will have 2 ADUs.
- **Alternative 3.** 4-5 2 percent of all eligible parcels will develop 1 ADU and 4-5 2 percent will develop 2 ADUs.
- **Preferred Alternative:** 5 percent of eligible parcels would have 2 ADUs.

These rates let us estimate how many new ADUs would be created in our study locations under each alternative. We applied the vehicle ownership rates for ADU residents to estimate the total number of new vehicles (rounded to the nearest whole vehicle). Based on the number of new vehicles, we estimated demand for on-street parking in each study location.

## B.4 Analysis and Results

### EXISTING CONDITIONS

In this analysis, we refer to three measures of parking conditions:

- **Parking supply:** the number of unrestricted on-street parking spaces
- **Parking utilization:** the number of parked vehicles observed divided by the number of unrestricted on-street parking spaces
- **Parking availability:** the difference between total parking supply and parking demand divided by the total number of allowed unrestricted on-street parking spaces

We collected data on parking supply and parking utilization for block faces in the study locations. To visualize current parking conditions, we converted this data into GIS shapefiles and consolidated block-face data into a single centerline shapefile to show total parking supply and parking utilization along each roadway segment. This better represents the availability of parking for residents looking for parking near their home.

### Existing Parking Supply

Exhibit B-20 shows the number of blocks (consolidated block faces) in each study location, the supply of unrestricted on-street parking, and the average number of on-street parking spaces per block. Block length,

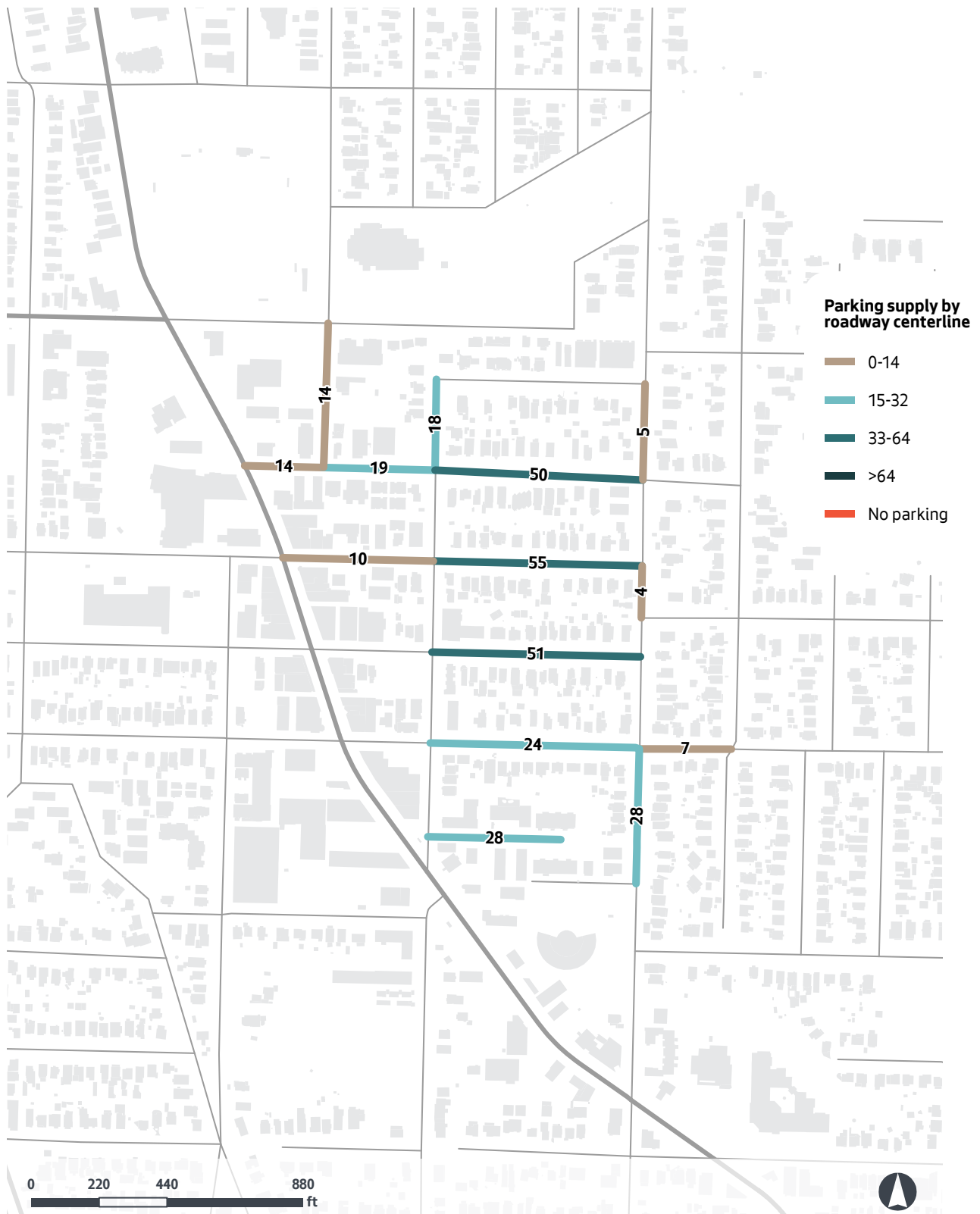
driveways per block, and parking restrictions vary throughout the city. The average number of on-street parking spaces per block in the study locations is 22, ranging from 18 in the northwest study location to 27 in the southwest study location.

**Exhibit B-20** Parking Supply by Study Location

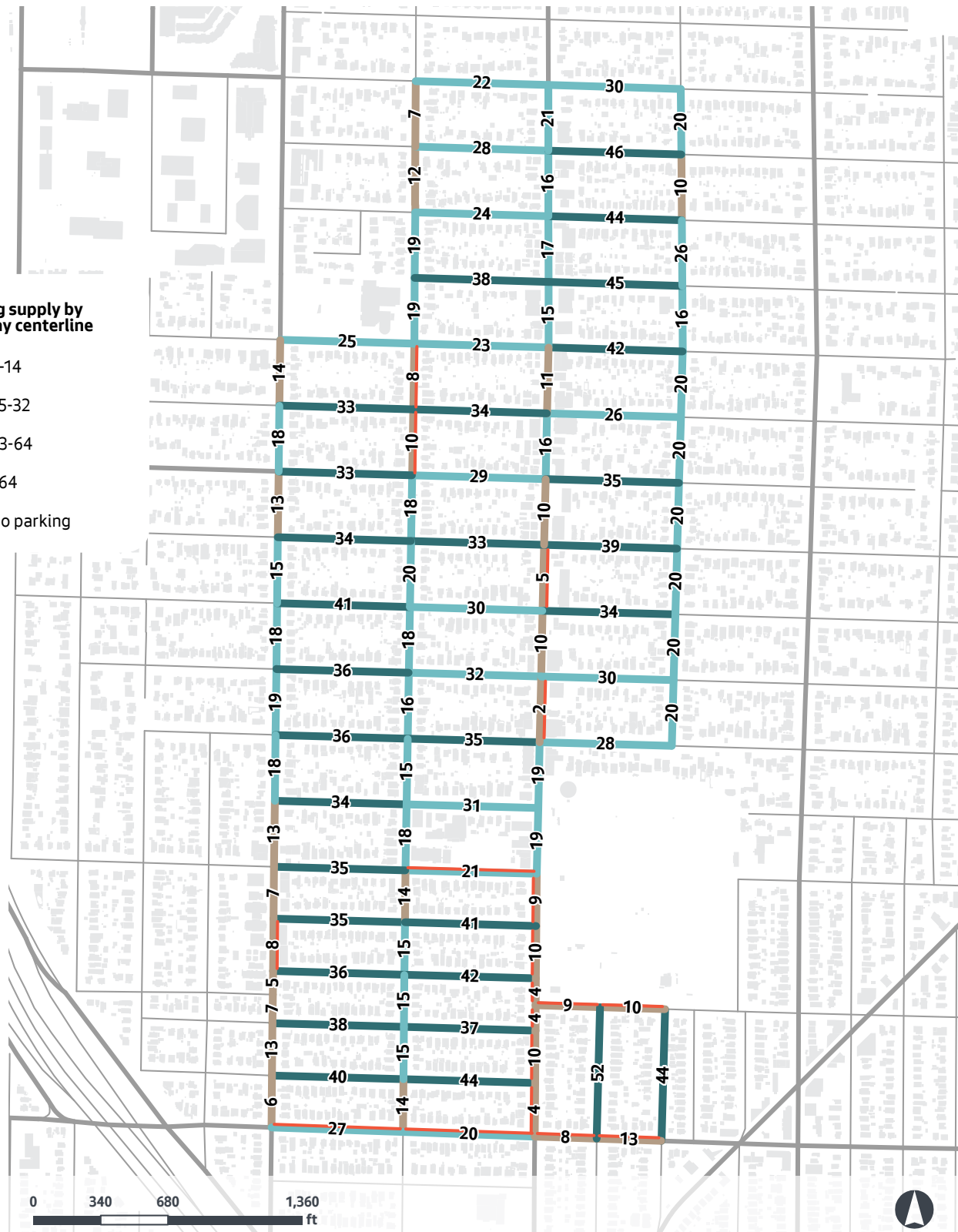
Study location	Blocks	Total on-street parking spaces	Average number of on-street parking spaces per block
<b>Southeast</b>	14	327	23
<b>Northeast</b>	108	2,403	22
<b>Northwest</b>	118	2,115	18
<b>Southwest</b>	99	2,682	27
<b>Total</b>	339	7,527	22

Exhibit B-21 through Exhibit B-24 show the number of unrestricted on-street parking spaces in each study location. Streets with no parking on one side are represented with a red line on the associated block face. In the southeast study location, three blocks provide nearly half the study location's unrestricted on-street parking supply while remaining streets have many fewer parking spaces per block. Parking supply is well distributed throughout the northeast study location, though block size and parking restrictions constrain parking supply in the southeast side of the study location. In the northwest study location, parking supply is lowest in the easternmost portion due to parking restrictions on one side of every east-west street. Parking is also restricted on one side of two major east-west streets in the study location. Parking supply is consistent throughout the southwest study location except for two north-south streets in the northern portion of the study location with below-average parking supply due to a school loading zone, parking restrictions adjacent to a school, and driveways.

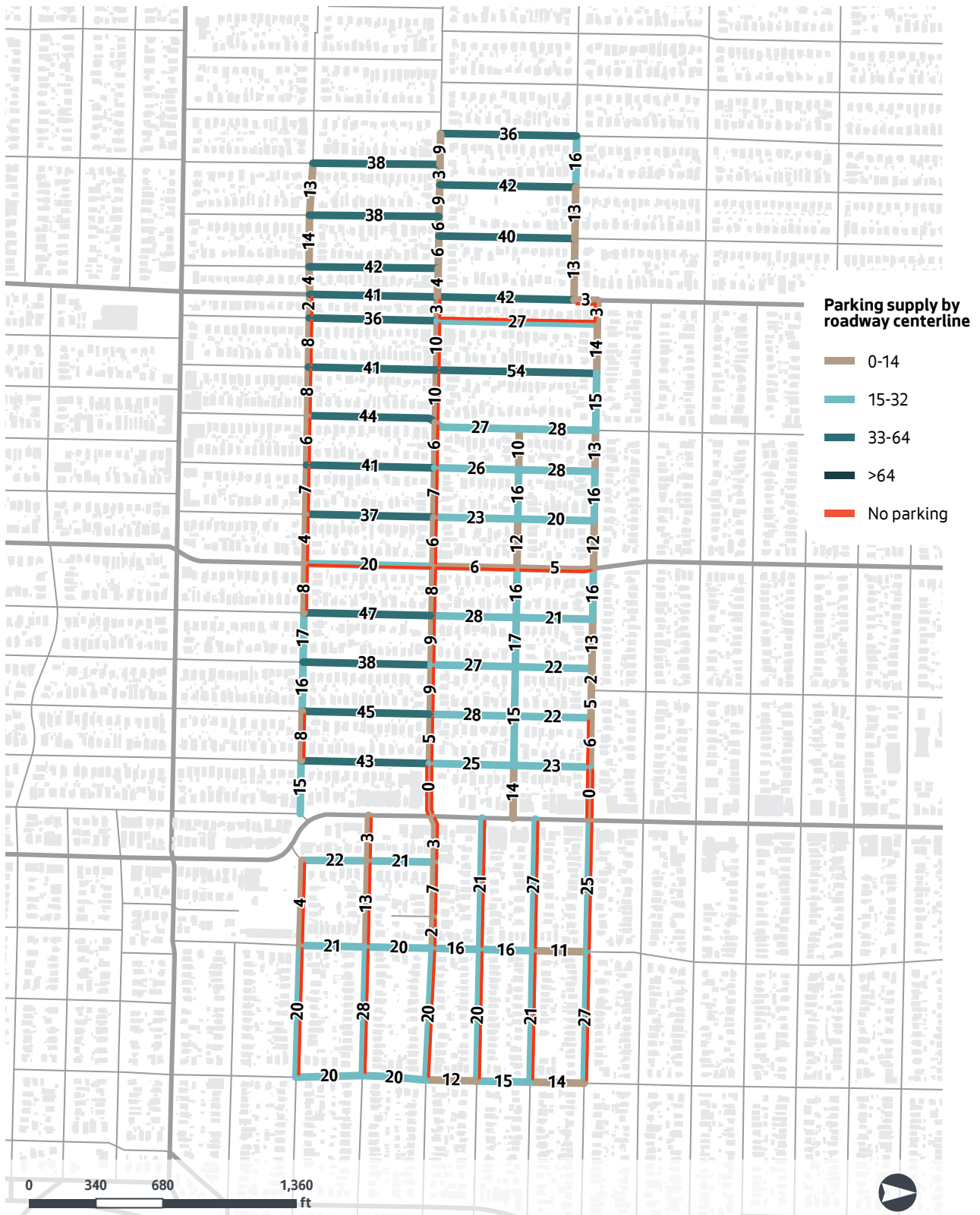
**Exhibit B-21** Parking Supply in the Southeast Study Location



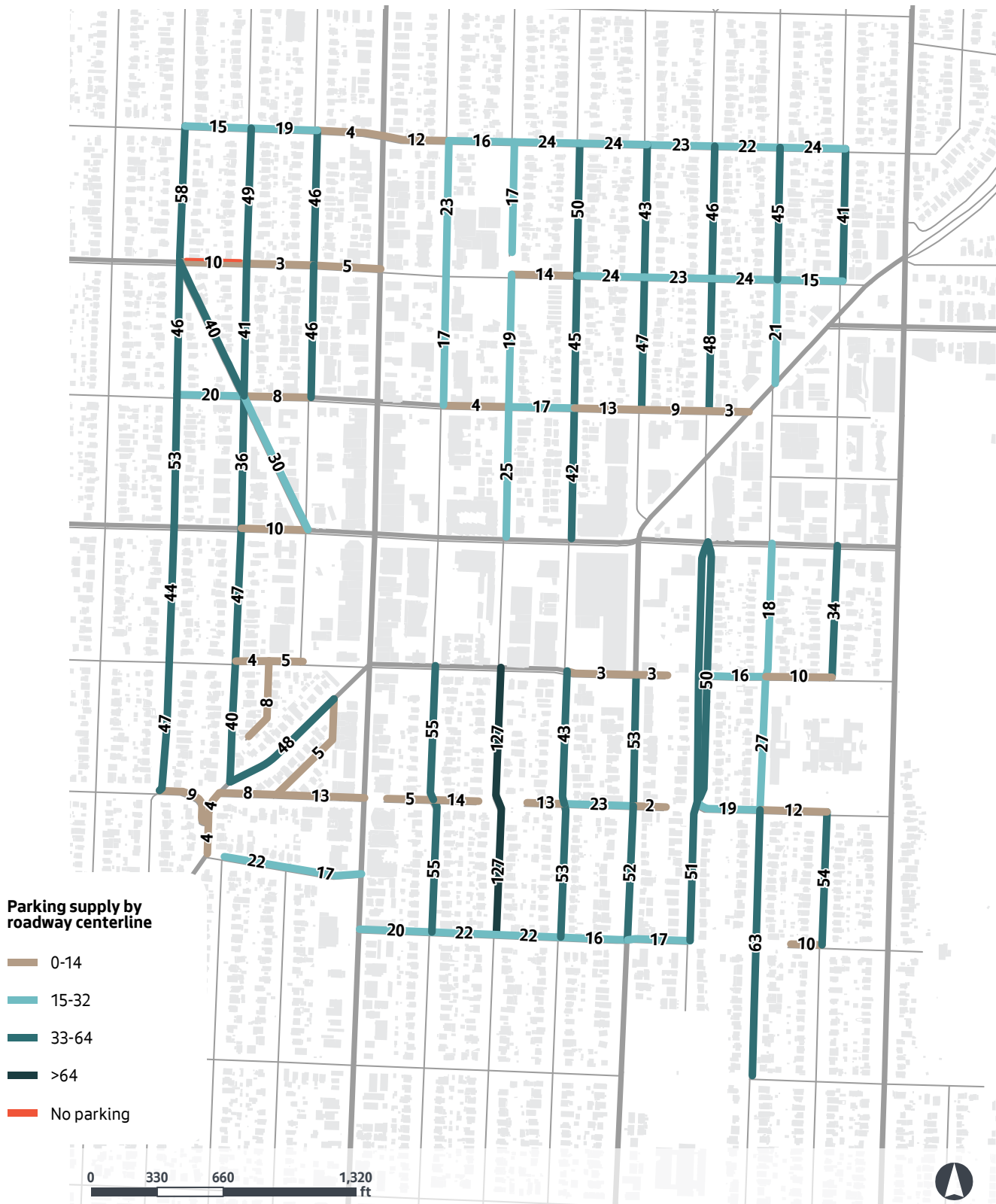
**Exhibit B-22** Parking Supply in the Northeast Study Location



**Exhibit B-23** Parking Supply in the Northwest Study Location



**Exhibit B-24** Parking Supply in the Southwest Study Location



## Existing Parking Utilization

We calculated parking utilization per block by dividing the number of parked vehicles observed per block by the total number of spaces per block. Exhibit B-25 shows parking utilization rates for each study location for weekday and weekend observations. Weekend parking utilization data was not available for the southeast location. Weekday and weekend utilization rates in each study location tend to be similar and vary by three to seven percentage points. Weekday utilization rates are higher in the northeast and northwest study locations and lower in the southwest study location. Since weekday and weekend parking utilization rates are similar, weekday utilization is higher than weekend utilization in two study locations, and weekend utilization data is unavailable for the southeast study location, the remainder of this report focuses on weekday parking observations as a the more potentially impactful scenario.

**Exhibit B-25** Parking Utilization by Study Location

Study location	Weekday utilization	Weekend utilization
<b>Southeast</b>	78%	n/a <sup>1</sup>
<b>Northeast</b>	53%	46%
<b>Northwest</b>	63%	57%
<b>Southwest</b>	51%	54%
<b>Total</b>	56%	52% <sup>2</sup>

<sup>1</sup> Weekend parking data was not collected.

<sup>2</sup> Total excludes southeast study location.

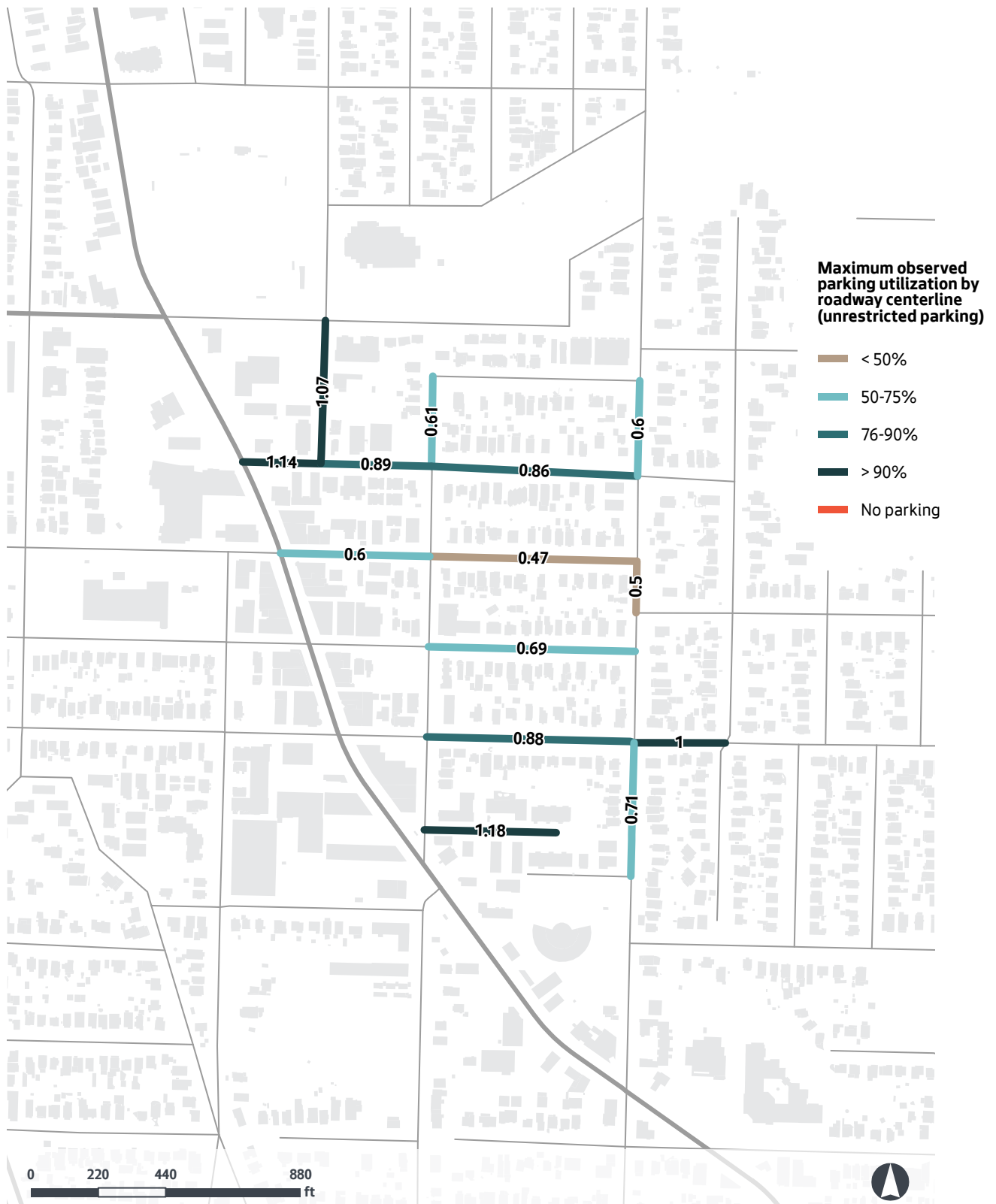
Exhibit B-26 shows weekday parking utilization rates per block for each study location. Overall, 57 percent of blocks across the study locations have utilization rates above 50 percent. Compared to others, the southeast study location has a higher share of blocks with utilization rates of at least 75 percent.

**Exhibit B-26** Percentage Share of Blocks by Study Location and Parking Utilization

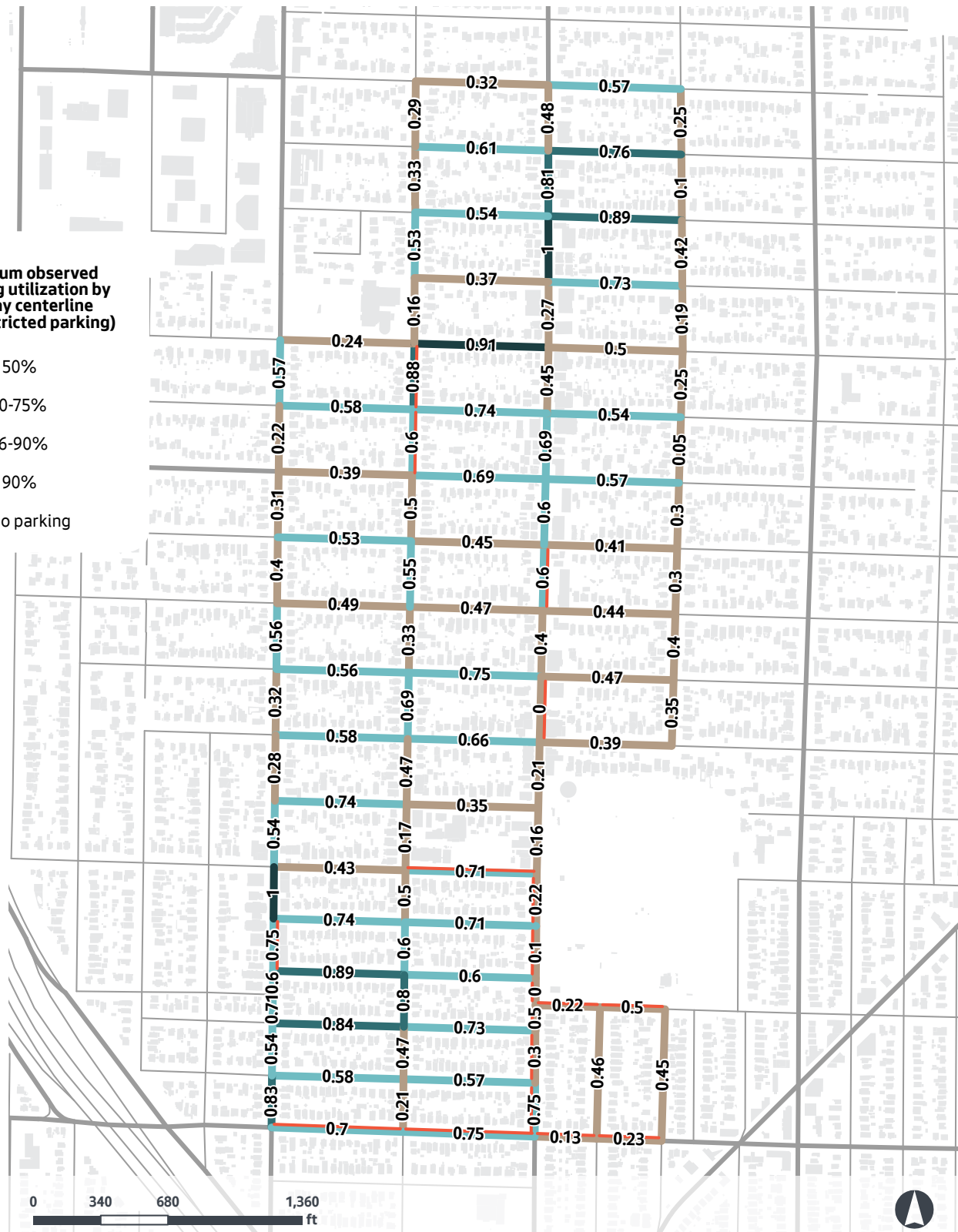
Study location	Parking utilization rate			
	Less than 50%	50-75%	75-90%	More than 90%
<b>Southeast</b>	14%	36%	21%	29%
<b>Northeast</b>	53%	37%	7%	3%
<b>Northwest</b>	31%	44%	17%	8%
<b>Southwest</b>	49%	28%	13%	10%
<b>Overall</b>	42%	37%	13%	8%

Exhibit B-27 through Exhibit B-30 show block-by-block weekday parking utilization rates for each study location using the categories shown in Exhibit B-26. Occasionally, parking demand exceeds the available parking supply, resulting in utilization rates above 100 percent. This could indicate illegal parking or vehicles parked more closely together than supply calculations estimated for those specific blocks. Utilization rates in the northeast study location are highest towards the northern and southern edges of the study location. The northwest study location has a more even distribution (i.e., less clustering) of parking utilization rates, and on many segments with rates above 75 percent parking is restricted on one side of the street. In the southwest study location, blocks with the highest utilization rates are predominantly located immediately adjacent to or surrounded by multifamily and commercial land uses.

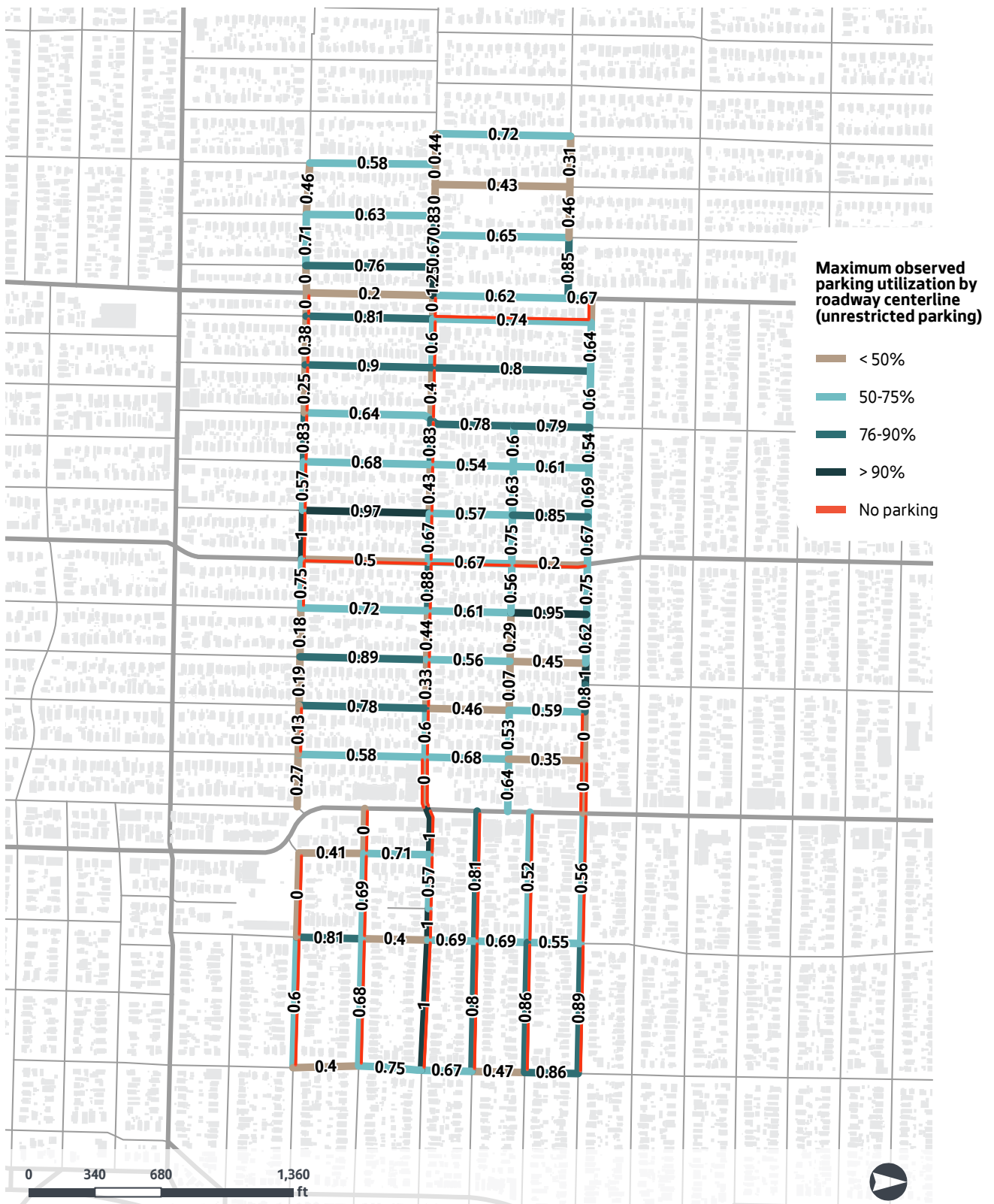
**Exhibit B-27** Weekday Parking Utilization in the Southeast Study Location



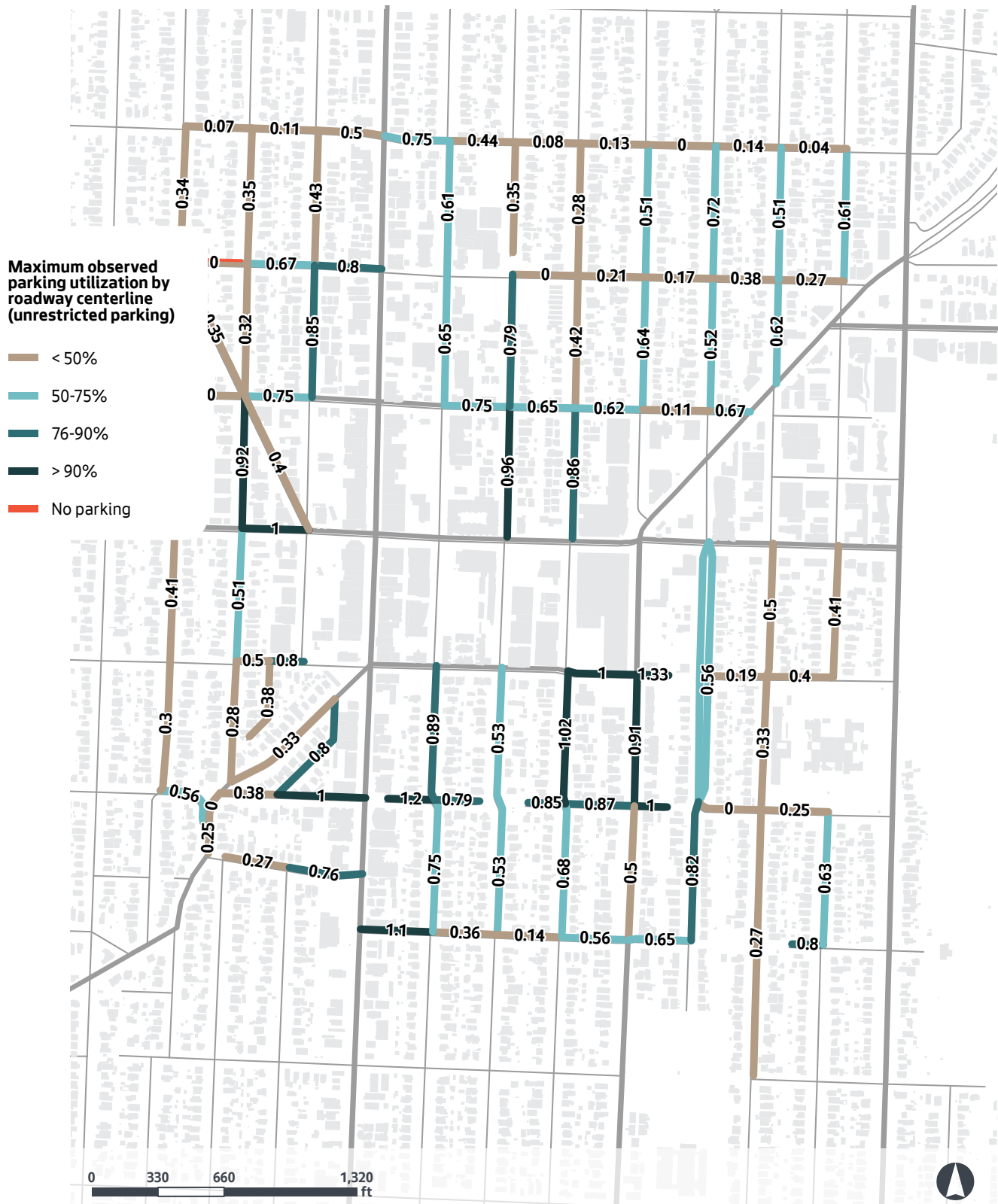
**Exhibit B-28** Weekday Parking Utilization in the Northeast Study Location



**Exhibit B-29** Weekday Parking Utilization in the Northwest Study Location



**Exhibit B-30** Weekday Parking Utilization in the Southwest Study Location



## Existing Parking Availability

Parking availability is the total number of parking spaces available per block. We calculate parking availability by subtracting the estimated future parking demand from total on-street parking supply. The result represents the existing capacity for additional on-street parking per block. While parking utilization rates generally indicate the number of parking spaces available, calculating parking availability is necessary to determine the potential impact of additional on-street parking demand. In the southeast study location, all but one of the blocks with insufficient parking supply to meet demand are where parcels are ineligible for any type of ADU. Blocks with parking restrictions on one side of the street typically have the fewest parking spaces available due to lower overall supply.

Exhibit B-31 shows the percentage share of blocks in each study location by the number of available on-street parking spaces. Twenty-one percent of blocks in the southeast study location are over capacity, meaning existing parking demand exceeds supply, the most of any study location. Across all study locations, 9.78 parking spaces are available per block on average (including blocks at or over capacity). The parking availability maps and table suggest that most blocks in each study location could accommodate increased parking demand. The southeast study location has the lowest average number of parking spaces available per block (5.14), the study location could accommodate additional on-street parking demand resulting from ADU development. Exhibit B-32 through Exhibit B-35 show existing parking availability for blocks in each study location and identify parcels by their eligibility for an ADU.

**Exhibit B-31** Percentage Share of Blocks by Number of Available Parking Spaces and Study Location

Study Location	Average Parking Availability per Block	Parking Spaces Available by Block						
		Fewer than zero <sup>1</sup>	0	1-5	6-10	11-15	15-25	> 25
Northeast	10.6%	0%	2%	20%	30%	27%	20%	1%
Northwest	6.7%	1%	4%	46%	24%	20%	4%	1%
Southeast	5.1%	21%	7%	36%	21%	0%	7%	7%
Southwest	13.2%	4%	4%	25%	16%	10%	24%	16%
Overall	9.8%	2%	4%	31%	23%	18%	15%	6%

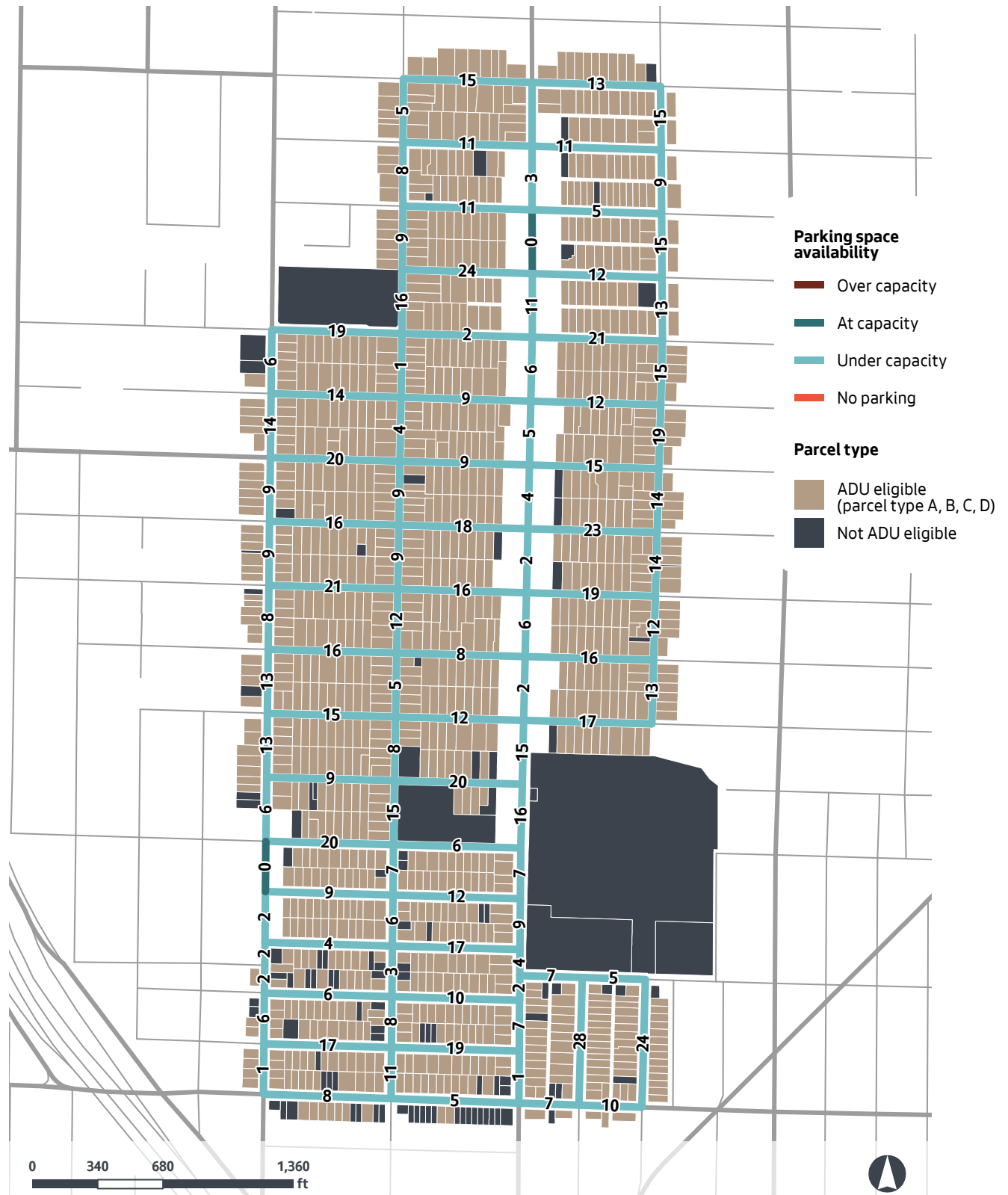
## Exhibit B-32 Existing Parking Availability and Parcel Type in the Southeast Study Location

Numbers on map refer to the number of on-street parking spaces available.



# Exhibit B-33 Existing Parking Availability and Parcel Type in Northeast Study Location

Numbers on map refer to the number of on-street parking spaces available.



## Exhibit B-34 Existing Parking Availability and Parcel Type in Northwest Study Location

Numbers on map refer to the number of on-street parking spaces available.



# Exhibit B-35 Existing Parking Availability and Parcel Type in Southwest Study Location

Numbers on map refer to the number of on-street parking spaces available.



## ESTIMATING INCREASED PARKING DEMAND

Exhibit B-36 shows the estimated number of parcels in each study location eligible for an ADU based on the parcel typology described in Section 3.2, Planning Context. The northeast study location has the most eligible parcels (1,141) and the southeast study location the fewest (127). Exhibit B-37 through Exhibit B-39 show the estimated number of ADUs created in each study location under each alternative. Alternative 1 has the fewest ADUs developed (90 91), followed by Alternative 3 (94 283), and Alternative 2 and the Preferred Alternative (182 300 each). We applied the vehicle ownership rates shown in Table 5 to estimate how each new ADU would contribute to future on-street parking demand in each study location. Exhibit B-37 through Exhibit B-39 also show the number of available on-street parking spaces as an indication of existing capacity for new parking demand. Across all alternatives and study locations, the total increase in on-street parking demand ranges from approximately 2 percent to 14 21 percent of the parking supply, with the greatest increase in demand occurring under Alternative 2 and the Preferred Alternative.

**Exhibit B-36** Existing ADU-Eligible Parcels

Study location	Existing ADU-eligible parcels
<b>Southeast</b>	127
<b>Northeast</b>	1,141
<b>Northwest</b>	952
<b>Southwest</b>	787
<b>Total</b>	<b>3,007</b>

## ALTERNATIVE 1 (NO ACTION)

Assuming 3 percent of eligible parcels have one ADU in Alternative 1, 91 ADUs would be created and 104 new vehicles added across all four study locations (Exhibit B-38). We estimate four ADUs created in the southeast study location that would generate five new vehicles that would occupy 6 7 percent of the available parking spaces. This would reduce the parking supply from 72 to 67 available parking spaces. We expect more total parcels with ADUs in northeast, northwest, and southwest study locations simply due to the size of these study locations, but new vehicles from ADU residents would occupy a smaller percentage of available parking spaces than in the southeast study location: 4 3 percent for the northeast, 4

percent for the ~~and~~ northwest locations, and 2 percent for the southwest location. Under Alternative 1, increased parking demand resulting from ADU production in the four study locations does not exceed existing on-street parking availability.

**Exhibit B-37** Parking Availability after ADU Production under Alternative 1 (No Action)

Study location	ADUs produced	Vehicle ownership rate per ADU <sup>1</sup>		Existing on-street spaces available	Available spaces used by new vehicles	Spaces available after ADU production
		Ratio	Total			
<b>Southeast</b>	4	1.29	5	72	6%	67
<b>Northeast</b>	34	1.15	39	1,140	4%	1,101
<b>Northwest</b>	29	1.21	35	793	4%	758
<b>Southwest</b>	24	1.03	24	1,311	2%	1,287
<b>Total</b>	<b>91</b>	<b>—</b>	<b>104</b>	<b>3,316</b>	<b>3%</b>	<b>3,212</b>

<sup>1</sup> See Exhibit B-18 for detailed estimated vehicle ownership rates.

## ALTERNATIVE 2

In Alternative 2, we assume that ~~3 5~~ percent of eligible parcels have two ADUs, yielding ~~182 300~~ ADUs and ~~207 342~~ new vehicles across all study locations (see Exhibit B-38). Like Alternative 1, we estimate that share of available parking used to satisfy the increase in parking demand that new ADU residents generate would be highest in the southeast study location (~~14 21~~ percent). The overall utilization of available parking spaces under Alternative 2 ranges from ~~4 6~~ to ~~14 21~~ percent across all four study locations. Under Alternative 2, increased parking demand resulting from ADU production in the four study locations does not exceed the existing on-street parking availability.

**Exhibit B-38** Parking Availability after ADU Production under Alternative 2

Study location	ADUs produced	Vehicle ownership rate per ADU <sup>1</sup>		Existing on-street spaces available	Available spaces used by new vehicles	Spaces available after ADU production
		Ratio	Total			
<b>Southeast</b>	8 <u>12</u>	1.29	<del>40</del> <u>15</u>	72	<del>14%</del> <u>21%</u>	<del>62</del> <u>57</u>
<b>Northeast</b>	68 <u>114</u>	1.15	<del>78</del> <u>131</u>	1,140	<del>7%</del> <u>11%</u>	<del>1,062</del> <u>1,009</u>
<b>Northwest</b>	58 <u>96</u>	1.21	<del>70</del> <u>116</u>	793	<del>9%</del> <u>15%</u>	<del>723</del> <u>677</u>
<b>Southwest</b>	48 <u>78</u>	1.03	<del>49</del> <u>80</u>	1,311	<del>4%</del> <u>6%</u>	<del>1,262</del> <u>1,231</u>
<b>Total</b>	<b><del>182</del> <u>300</u></b>	—	<b><del>207</del> <u>342</u></b>	<b>3,316</b>	<b><del>6%</del> <u>10%</u></b>	<b><del>3,109</del> <u>2,974</u></b>

<sup>1</sup> See Exhibit B-18 for detailed estimated vehicle ownership rates.

### ALTERNATIVE 3

In Alternative 3, we assume that ~~4.5~~ 2 percent of eligible parcels have at least one ADU, and ~~4.5~~ 2 percent of eligible parcels develop two ADUs. This yields a total of ~~135~~ 183 ADUs whose residents bring ~~455~~ 209 new vehicles to the study locations (see Exhibit B-39). The results for Alternative 3 are ~~nearly identical to~~ approximately double Alternative 1 and half of Alternative 2 and the Preferred Alternative. The share of available parking spaces used to satisfy new parking demand from ADU residents ranges from ~~3~~ 4 percent in the southwest study location to ~~44~~ 17 percent in the southeast study location. Under Alternative 3, the increased parking demand resulting from ADU production in the four study locations does not exceed the existing on-street parking availability.

**Exhibit B-39** Parking Availability after ADU Production under Alternative 3

Study location	ADUs produced	Vehicle ownership rate per ADU <sup>1</sup>		Existing on-street spaces available	Available spaces used by new vehicles	Spaces available after ADU production
		Ratio	Total			
<b>Southeast</b>	6 <u>9</u>	1.29	<del>8</del> <u>12</u>	72	<del>11%</del> <u>17%</u>	<del>64</del> <u>60</u>
<b>Northeast</b>	54 <u>69</u>	1.15	<del>59</del> <u>79</u>	1,140	<del>5%</del> <u>7%</u>	<del>1,081</del> <u>1,061</u>
<b>Northwest</b>	42 <u>57</u>	1.21	<del>51</del> <u>69</u>	793	<del>6%</del> <u>9%</u>	<del>742</del> <u>724</u>
<b>Southwest</b>	36 <u>48</u>	1.03	<del>37</del> <u>49</u>	1,311	<del>3%</del> <u>4%</u>	<del>1,274</del> <u>1,262</u>
<b>Total</b>	<b><del>135</del> <u>183</u></b>	—	<b><del>155</del> <u>209</u></b>	<b>3,316</b>	<b><del>3%</del> <u>6%</u></b>	<b><del>3,161</del> <u>3,107</u></b>

<sup>1</sup> See Exhibit B-18 for detailed estimated vehicle ownership rates.

## PREFERRED ALTERNATIVE

Results for the Preferred Alternative match Alternative 2. In the Preferred Alternative, we assume that 5 percent of eligible parcels have two ADUs, yielding 300 ADUs and 342 new vehicles across all study locations (see Exhibit B-40). Like Alternative 1, we estimate that share of available parking used to satisfy the increase in parking demand that new ADU residents generate would be highest in the southeast study location (21 percent). The overall utilization of available parking spaces under the Preferred Alternative ranges from 6 to 21 percent across all four study locations. Under the Preferred Alternative, increased parking demand resulting from ADU production in the four study locations does not exceed the existing on-street parking availability.

**Exhibit B-40** Parking Availability after ADU Production under the Preferred Alternative

Study location	ADUs produced	Vehicle ownership rate per ADU <sup>1</sup>		Existing on-street spaces available	Available spaces used by new vehicles	Spaces available after ADU production
		Ratio	Total			
<b>Southeast</b>	12	1.29	15	72	21%	57
<b>Northeast</b>	114	1.15	131	1,140	1%	1,009
<b>Northwest</b>	96	1.21	116	793	5%	677
<b>Southwest</b>	78	1.03	80	1,311	6%	1,231
<b>Total</b>	<b>300</b>	<b>—</b>	<b>342</b>	<b>3,316</b>	<b>10%</b>	<b>2,974</b>

<sup>1</sup> See Exhibit B-18 for detailed estimated vehicle ownership rates.

## SENSITIVITY ANALYSIS

We also conducted a sensitivity analysis to estimate how many ADUs would have to be produced to result in on-street parking utilization rates of 85 percent in each study location using Equation 4. The sensitivity analysis compares the parking impacts we estimated for each alternative to a level of impact considered to be a potential issue. In this sensitivity analysis, we use an on-street parking utilization rate of 85 percent.

$$\text{Equation 4: } \frac{\text{ParkingSupply}_{\text{Existing}} - \text{ParkingDemand}_{\text{Existing}}}{\text{CarOwn}_{\text{ADU,SEA}}} = \text{ADU}_{\text{MAX}}$$

Where:

$\text{ParkingSupply}_{\text{Existing}}$  = Existing number of on-street parking spaces

$\text{ParkingDemand}_{\text{Existing}}$  = Existing number of vehicles using on-street parking

$\text{CarOwn}_{\text{ADU,SEA}}$  = Average number of cars per household in Seattle ADUs

$\text{ADU}_{\text{MAX}}$  = Number of ADUs needed to be produced to result in 85 percent on-street parking utilization rates

**Exhibit B-41** Sensitivity Analysis Testing for 85 Percent On-Street Parking Utilization

Study location	Existing utilization rates	Existing parking demand	Existing parking supply	Vehicle ownership rate per ADU <sup>1</sup>	Vehicles needed for 85% utilization	ADUs needed for 85% utilization	Estimated Number of ADUs Produced per Alternative			
							Alt 1	Alt 2	Alt 3	Pref Alt
<b>Southeast</b>	78%	255	327	1.29	23	18	4	<del>8</del> <u>12</u>	<del>6</del> <u>9</u>	<u>12</u>
<b>Northeast</b>	53%	1,263	2,403	1.15	780	678	34	<del>68</del> <u>114</u>	<del>51</del> <u>69</u>	<u>114</u>
<b>Northwest</b>	63%	1,322	2,115	1.21	476	393	29	<del>58</del> <u>96</u>	<del>42</del> <u>57</u>	<u>96</u>
<b>Southwest</b>	51%	1,371	2,682	1.03	909	883	24	<del>48</del> <u>78</u>	<del>36</del> <u>48</u>	<u>78</u>
<b>Total</b>	<b>56%</b>	<b>4,211</b>	<b>7,527</b>	—	<b>2,188</b>	<b>1,972</b>	<b>91</b>	<del>182</del> <u>300</u>	<del>135</del> <u>183</u>	<u>300</u>

<sup>1</sup> See Exhibit B-18 for detailed estimated vehicle ownership rates.

Exhibit B-41 shows the results of the sensitivity analysis that estimates how many ADUs need to be produced to result in 85 percent on-street parking utilization rates. For all four study locations, between ~~40~~ 6 to ~~835~~ 805 additional ADUs would be necessary to result in 85 percent

parking utilization compared to the highest estimate of ADU production in each alternative, or ~~1,790~~ 1,972 additional ADUs for all study locations combined. The southeast study location, which has the lowest supply of parking spaces and highest utilization rates, would require ~~40~~ 4 additional ADUs (18 total) for parking utilization to reach 85 percent.

## B.5 Conclusion and Findings

Based on our analysis of unrestricted on-street parking supply, observations of current parking utilization, and estimates of future on-street parking demand resulting from ADU development, we find that ADU production would not have an adverse impact on the availability of on-street parking under any alternative. Because the four study locations represent the range of lot sizes, presence of alleys and driveways, sidewalk completeness, and other conditions commonly found in single-family zones, we can extrapolate these to other land with single-family zoning in EIS study area.

~~Alternatives 1 and 3 have very similar impacts. On average, three to 10 percent of available parking supply across all study locations would be occupied with vehicles from new ADU residents based on ADU production estimates for 2018-2027. Compared to Alternatives 1 and 3 (No Action), we estimate Alternative 2 Alternative 3 would result in twice as many ADUs and vehicles across the four study locations: 183 ADUs and 209 vehicles, compared to 91 ADUs and 104 vehicles under Alternative 1 (No Action). Alternative 2 and the Preferred Alternative would result in more ADUs and vehicles still. We estimate approximately 300 ADUs and 342 vehicles across the four study locations under Alternative 2 and the Preferred Alternative. ,but nevertheless Nevertheless, for all alternatives, we find the existing parking supply sufficient to satisfy new parking demand from ADU residents.~~

This analysis reflects conservative assumptions about ADU household sizes and vehicle ownership rates. In addition, we assumed that 100 percent of new vehicles would park on street, even though Alternatives 1 and 3 require off-street parking to be provided. Therefore, the increase in demand for on-street parking could be lower than we estimate. Exhibit B-42 shows the estimated utilization rates for existing conditions and all three alternatives. The total increase in on-street parking utilization rates ranges from 1 percent to ~~3~~ 6 percent across all alternatives and study locations.

**Exhibit B-42** Estimated Future Parking Utilization

Study location	Existing	Alternative 1 (No Action)	Alternative 2	Alternative 3	Preferred Alternative
<b>Southeast</b>	78%	80%	<del>81%</del> <u>83%</u>	<del>80%</del> <u>82%</u>	<u>83%</u>
<b>Northeast</b>	53%	<del>53%</del> <u>54%</u>	<del>56%</del> <u>58%</u>	<del>55%</del> <u>56%</u>	<u>58%</u>
<b>Northwest</b>	63%	64%	<del>66%</del> <u>68%</u>	<del>65%</del> <u>66%</u>	<u>68%</u>
<b>Southwest</b>	51%	52%	<del>53%</del> <u>54%</u>	<del>52%</del> <u>53%</u>	<u>54%</u>
<b>Total</b>	<b>56%</b>	<b>57%</b>	<del><b>59%</b></del> <u><b>60%</b></u>	<del><b>58%</b></del> <u><b>59%</b></u>	<u><b>60%</b></u>

# APPENDIX C

## Aesthetics Modeling Methods and Assumptions

### C.1 Introduction

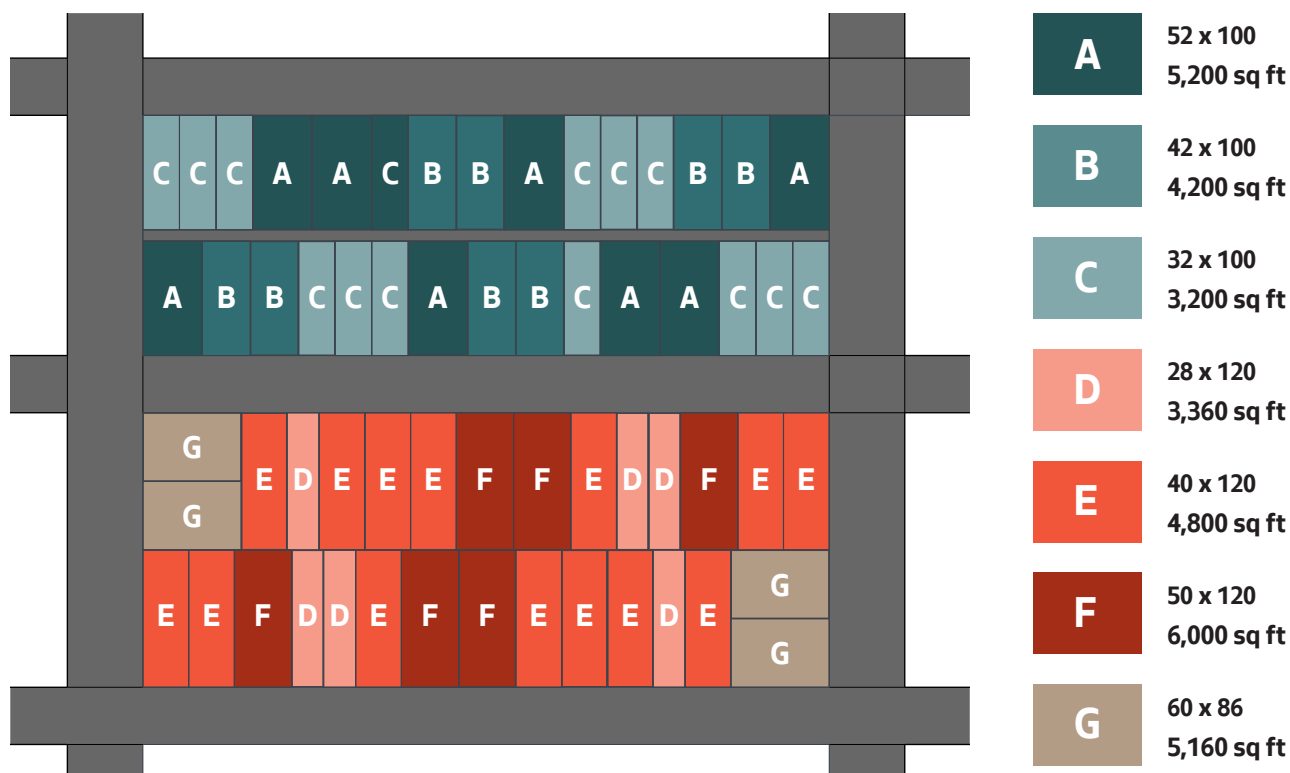
To illustrate a range of typical conditions representative of Seattle neighborhoods where the development of ADUs could occur, we assembled two hypothetical blocks consisting of 60 lots with seven distinct lot types. These lot types reflect actual lots found in representative locations in Seattle neighborhoods and illustrate various lot sizes (ranging from 3,200 to 6,000 square feet), lot widths (ranging from 28 to 60 feet), and lot depths (ranging from 86 to 120 feet). To illustrate varied frontage conditions, one block includes an alley and the other does not. The hypothetical blocks also include a corner lot in which a rear yard abuts a side yard.

Exhibit 1 depicts the configuration of the hypothetical blocks and the distribution of the seven distinct lot types (A through G). We use this configuration and lot type distribution across all alternatives and scenarios as a basis for comparison.

### EXISTING CONDITIONS

We modeled "existing" conditions to illustrate a baseline for comparing the potential effects of each alternative. While the block assemblage is hypothetical, the houses modeled are closely based on actual houses found in two representative locations in Seattle neighborhoods. In addition to the various lot sizes and frontage conditions, the houses shown in the existing conditions scenario include vary in size and parking access and location in order to mimic a realistic range of conditions that are more or less favorable to adding ADUs. The scenario includes detached and attached garages with alley access; detached and attached garage with front driveway access; driveway parking; lots without off-street parking)

**Exhibit C-1** Distribution of Lot Types in Hypothetical Blocks



## ALTERNATIVES DEVELOPMENT

For each alternative, we modeled two scenarios:

- Full Build-Out Scenario.** This hypothetical scenario shows complete redevelopment of all lots with the largest possible principal unit and the maximum number of ADUs allowed. We do not anticipate this scenario to occur. Instead, the model illustrates the upper limit of allowed development under each alternative.
- 10-Year Scenario.** Based on projected market conditions and trends, this scenario illustrates a realistic anticipated condition over 10 years. This scenario consists of existing houses, fully redeveloped lots, and ADUs added to existing houses. The number of redeveloped lots and added ADUs varies in each alternative, as the proposed code requirements affect the likelihood of different development outcomes. The lot selection and development action are based on the economic forecasting conducted as part of this EIS and described in Appendix A.

We included parked vehicles to approximate how each alternative and scenario could affect the availability of on- and off-street parking.

The amount and location of parking we illustrated do not specifically reflect the off-street parking requirements for each alternative but reflects anticipated real-world parking conditions based on the following assumptions:

- 2 vehicles per principal unit.
- 1 vehicle per ADU.
- 1 additional vehicle per lot representing guest parking.
- No vehicle parked in front yard portion of driveway.
- No more than 1 vehicle parked in front driveway. The assumption is that some negotiation among residents is acceptable but complete blocking of the primary unit's garage by an ADU resident's vehicle is unrealistic.
- Every garage is used to store a vehicle.
- All vehicles not accommodated off-street are shown parked on the street.

Section 4.4, Parking and Transportation, provides analysis of potential parking impacts under each alternative.

## **Alternative 1 (No Action)**

In addition to the general guidance described above, we modeled Alternative 1 (No Action) using the following assumptions:

### **Full Build-Out Scenario**

- Maximized footprint of principal building on all lots based on allowed lot coverage while accommodating a DADU or AADU and all required off-street parking
- Maximized square footage of principal unit on all lots, fully using allowed building height
- Largest feasible DADU, where applicable

### **10-Year Scenario**

- Development outcomes based on projected market trends as follows:
  - » 2 existing houses with added AADU
  - » 1 existing house with added DADU
  - » 2 redeveloped houses with no ADUs
  - » 1 redeveloped house with added DADU
- Remaining lots remain in existing condition

## Alternative 2

In addition to the general guidance described above, we modeled Alternative 2 using the following assumptions:

### Full Build-Out Scenario

- Maximized footprint of principal building on all lots based on allowed lot coverage while accommodating a DADU and all required off-street parking
- Maximized square footage of principal unit and an AADU on the ground floor of the principal building on all lots, fully using allowed building height
- Largest feasible DADU on all lots

### 10-Year Scenario

- Development outcomes based on projected market trends as follows:
  - » 4 2 existing houses 5 with added AADUs
  - » 4 3 existing houses 5 with added DADUs
  - » 1 existing house with added AADU and DADU
  - » 2 redeveloped houses with no ADUs
  - » 1 redeveloped house with added DADU
- Remaining lots remain in existing condition

## Alternative 3

In addition to the general guidance described above, we modeled Alternative 3 using the following assumptions:

### Full Build-Out Scenario

- Maximized footprint of principal building on all lots, based on allowed lot coverage while accommodating a DADU and all required off-street parking
- Maximized square footage of principal unit on all lots or maximum allowed FAR, using allowed building height as applicable
- Largest feasible AADU in the basement or half basement of the principal building on all lots
- Largest feasible DADU on all lots

## 10-Year Scenario

- Development outcomes based on projected market trends as follows:
  - » 2 existing houses with added AADU
  - » 2 existing houses with added DADU
  - » 1 existing house with added AADU and DADU
  - » 1 redeveloped house with no ADUs
  - » 1 redeveloped house with added DADU
- Remaining lots remain in existing condition

## Preferred Alternative

In addition to the general guidance described above, we modeled the Preferred Alternative using the following assumptions:

### Full Build-Out Scenario

- Maximized footprint of principal building on all lots, based on allowed lot coverage while accommodating a DADU and all required off-street parking
- Maximized square footage of principal unit on all lots or maximum allowed FAR, using allowed building height as applicable
- Largest feasible AADU on ground floor of the principal building on all lots
- Largest feasible DADU on all lots

## 10-Year Scenario

- Development outcomes based on projected market trends as follows:
  - » 2 existing houses with added AADU
  - » 3 existing houses with added DADU
  - » 1 existing house with added AADU and DADU
  - » 1 redeveloped house with no ADUs
  - » 1 redeveloped house with added DADU
- Remaining lots remain in existing condition

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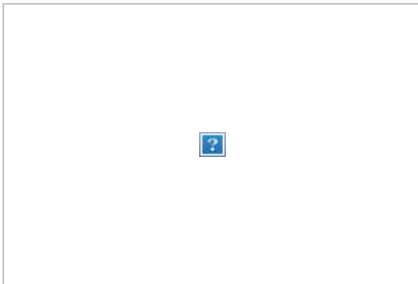
## **APPENDIX D**

# **Draft EIS Comments Submitted via Email**

This appendix includes public comments submitted on the Draft EIS via email. Responses to these comments are provided in Section 5.3.

**From:** [Alice Lockhart](#)  
**To:** [ADUEIS; LEG\\_CouncilMembers](#)  
**Cc:** [Emily Johnston](#)  
**Subject:** ADU Draft EIS comments -- 350 Seattle  
**Date:** Thursday, June 21, 2018 12:34:28 PM

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June 21, 2018  
Aly Pennucci  
PO Box 34025 Seattle, WA 981

Dear Ms. Pennucci and the Seattle City Council,

What follows is the detailed 350 Seattle comment on the ADU EIS. In essence, we strongly urge you to make the rules for ADU's as flexible, generous, and streamlined as possible; if our goal is to substantially increase in-city affordable housing options—and it should be—then we need to focus on what we can do to make it easy for homeowners to actually build ADU's.

1

If there are any questions about the comments below, feel free to contact me, [alice@350Seattle.org](mailto:alice@350Seattle.org), 206-427-7884, or Emily Johnston, [enjohnston@350Seattle.org](mailto:enjohnston@350Seattle.org), 206-407-5003.

Thank you for this opportunity for input -- Our comments follow.

Sincerely,

Alice Lockhart  
350 Seattle

## Consideration of Climate Impact

**Positive environmental impacts such as GHG reduction should be considered.** The housing crisis and the climate crisis are intimately interwoven, and we cannot mitigate the latter without solving the former.

Seattle is not even close to meeting the climate goals in the Comprehensive Plan, and requiring an ADU DEIS slowed down creation of housing that not only would meet the stated ADU goals of removing regulatory barriers and increasing the number and variety of housing choices in single-family zones, but also would achieve incremental improvement toward meeting the city's climate goals. Given that climate impact was not an express goal of the ADU policy, its analysis might be considered out of scope, but **we believe that when considering environmental impacts, the net impact must be weighed.**

Moreover, we suggest that GHG reduction should be added as a goal for the ADU proposal and any other housing proposal in the city. If GHG reduction is *not* an expressed goal of housing proposals, we will fail to make the right choices, often weighing the wrong factors (e.g. impacts to parking) or missing opportunities to ensure these goals are fully met (e.g. green building incentives). **Such inclusion is also in keeping with the climate goals in the Comprehensive Plan.**

We also note that multiple [scoping comments](#) in advance of the EIS requested that changes in GHG emissions be analyzed as part of the scoping, but we see no such analysis in the DEIS.

2

**We must begin with the understanding that global warming is an existential threat.** Local environmental benefits will be of little meaning if we don't restore stability to our climate systems. Therefore any contribution, even relatively small, to meeting Seattle's climate goals, should be weighed heavily.

Therefore the final EIS (or if this is not allowed by SEPA, at least the final legislation) should take into account the following factors that when taken together, confer overwhelmingly larger environmental benefits than any of the potential environmental impacts analyzed as part of the DEIS:

- **The much lower carbon impacts of city dwellers, compared to those displaced to the suburbs:** As people are forced out of Seattle by our housing crisis, those that don't end up homeless are invariably forced into long-commute, high-carbon lifestyles. According to [this UC Berkeley study](#), **suburban existence results in as much as 2-4 times the greenhouse gas emissions of in-city dwelling.** Therefore, each ADU built results in a 50-75% reduction in per capita personal GHG emissions for residents who would otherwise be displaced to the suburbs (or themselves displace someone, etc.). Even in-city emissions go down when density increases: [this University of Illinois study](#) showed that doubling population-weighted density is

associated with a reduction in CO2 emissions from household travel and residential energy consumption by 48% and 35%, respectively.

- **Other benefits of reducing sprawl:** Although direct climate impact should be an overriding consideration in any weighing of environmental impacts, other positive impacts of reducing sprawl should also be considered:
  - Preservation of agricultural and wild lands, which are beloved of Seattleites and also vital for sequestration of carbon and maintaining food supply in the face of expected climate disruptions to other agricultural regions.
  - Limiting adverse health impacts urban sprawl - asthma due to air pollution, obesity, auto accidents, and the stress of long commutes on top of long work days -- a walkable city is the panacea to all these ills.
- **Increased transit and livability within city boundaries** -- as neighborhoods grow more dense, they can support increased transit. Encouraging this shift will reduce vehicle miles travelled and the associated GHG emissions and local air pollution.
- **The difference in GHG emissions for ADU's relative to other types of housing likely to be built on the same lots.** Even within a city, due to their carbon small footprints, ADU's represent a significant savings in GHG emissions relatively to single-family homes. According to [this Oregon study](#) (particularly see Figure 40), home size is the single largest driver of CO2 production within the home (as opposed to other factors such as green building). All other things being equal, a 1149 square foot DADU will have less than half the carbon footprint of a 3424 square foot large home, and even with mitigations such as green building standards, larger homes still show significantly larger carbon footprints. For many single-family lots, the homeowner's options for monetization will be limited to the addition of very low-carbon ADU's and DADU's (thus housing additional people, at a low carbon footprint), or teardown and replacement with newer, and usually much larger, single-family homes (housing no additional people, but markedly increasing their carbon footprints).

We understand that although SEPA requires consideration of new GHG emissions from a proposal, it doesn't explicitly require that reduction of GHG emissions by a proposal be considered. However, given that SEPA explicitly recognizes "the responsibilities of each generation as trustee of the environment for succeeding generations", it would seem that the net GHG from a proposal should be in-scope for SEPA processes. Since GHG contributions of increased in-city ADU's and DADU's are expected to be dramatically

negative relative to any of the alternatives, we believe that they should be considered as more than mitigating the minor and local environmental impacts of ADU and DADU construction.

**In summary of this section**, the above environmental benefits of allowing more ADU's to be built should be weighed heavily when writing the Preferred Alternative. We believe this is in scope for the final SEPA evaluation. Even if the city determines otherwise, it should be strongly considered when crafting the final legislation: **we are behind on our climate commitment as well as our commitment to housing affordability, and enabling construction of as many AADU's and DADU's as possible will help progress toward meeting those commitments**. Finally, nothing above should be construed as encouraging or requiring the city to add language to the preferred alternative that will trigger a second EIS -- we are not asking for the perfect to be the enemy of the very good.

2

## Suggested heuristics for crafting the Preferred Alternative

**NOTE: We urge that any of the following changes to the Preferred Alternative that would trigger an additional EIS should NOT be considered**, but should be tabled for consideration in future legislation. We need this legislation to be passed and put into effect with all due haste.

We urge that any suggestions of delay of the legislation pending other system improvements, such as frequent transit or sewage improvements, not be heeded. Given that the only alternative monetization of single-family lots is generally teardowns followed by McMansion construction, and the only alternative affordable housing is displacement and concomitant climate-destroying sprawl, the impact of such delay will certainly be a net negative for the neighborhood, the city, and the region.

3

We urge that the Preferred Alternative incorporate any suggestions that lead to more flexibility in designing ADU's and situating them on lots, so that lots that might accommodate a DADU or AADU can do so.

We urge that the Preferred Alternative or other city policies and actions incorporate incentives for both affordability and green building. The former is mandated by the expressed goals of the ADU legislation as well as our current housing crisis, and the latter is in keeping with the city's Comprehensive Plan as well as the moral imperative to act boldly on climate. *Per city policy and the equity analysis in the DEIS, incentives should be particularly applied to areas or households with low income or/and high displacement risk and in traditionally impacted communities.*

We urge that the Preferred Alternative and city policy incorporate additional mechanisms for speeding development of ADU's and DADU's. We understand that the process under

current rules is lengthy and onerous, and any suggestions above and beyond those proposed in the DEIS should be seriously considered.

## Suggested elements for the Preferred Alternative

It is our understanding that the final EIS will propose a Preferred Alternative comprised of elements which may come from Alternative 1, 2, or 3, or may be changed or augmented as further analysis calls for. In this section we suggest, for each element in DEIS Exhibit 2-2, “Existing and Proposed Land Use Code Regulations for ADU’s”, language for the Preferred Alternative, and our reasoning for this choice.

3

## Number of ADU’s allowed on lots in single-family zones

**Proposed:** In addition to Alternative 3, “Lots in single-family zones can have an AADU and a DADU or two AADU’s”, **allow at least one more ADU, to encourage conversion of existing multi-story houses into flats.**

**Note:** This is the one case where we advocate incorporating an element of Alternative 3 into the preferred alternative. It strikes us as odd that A2 provides maximum flexibility in the building of ADU’s, but A3 actually allows more units to be built. Obviously from climate and equity perspectives we need more flexibility in ADU constructions as well as permission to build more ADU’s.

**Why:** Existing large houses that can accommodate a basement flat and an upper story conversion, within the existing footprint, should be allowed to do so without sacrificing the right to build a DADU. This sort of conversion is the gentlest possible way to build more housing: it conserves building materials and helps retain neighborhood character (i.e. the existing house), and can allow extra income or multi-generational housing as well as badly needed relatively affordable rentals. It has the environmental benefit of housing additional people in smaller, lower carbon living spaces, with access to transportation and short, low-carbon commutes, and the additional environmental benefits we list above. These far outweigh any minor adverse impacts, such as parking. We should encourage ADU’s *and* DADU’s, not one or the other.

4

**Caveat:** If this will trigger an additional EIS, we propose Alternative 3, “Lots in single-family zones can have an AADU and a DADU or two AADU’s”, as coming the closest to our recommendation.

## Off-street parking requirements

**Proposed:** No off-street parking required (Alternative 2)

5

**Why: House people, not cars:**

- First, the DEIS found no significant impacts of allowing off-street parking requirements to be waived.
- Even if there were an impact, as could conceivably be the case given our proposal to allow an additional ADU, it would be far outweighed by climate and other environmental benefits we enumerate above.
- This is an equity issue: nobody's 'right to plentiful on-street parking' should trump others' right to build housing on their property or to live in affordable housing.
- Requiring off-street parking for ADU's adds expense to construction, introduces design constraints on many lots, and does not support the City's new mobility vision. Additional housing is desperately needed in our overheated housing market, and ADU's and DADU's have the potential to deliver a lot of housing.
- To meet the City's goals regarding climate change and to reduce unhealthy air pollution, we must dramatically reduce our use of cars powered by gas. So far we are failing to make progress with this crucial goal. Electric cars are expensive and will not solve the problem alone. We must promote healthy transportation (walking and biking), car share services (electric ones), and transit. This approach is what SDOT has called "the new mobility." See the New Mobility Playbook (2017).
- Eliminating off street parking requirements for ADU's will promote this new mobility by simultaneously discouraging car use and also increasing density so neighborhoods can attain transit-supportive densities. Encouraging this shift will reduce vehicle miles travelled and the associated GHG emissions and local air pollution.

5

**Owner-occupancy requirements**

**Proposed: None (Alternative 2)**

**Why:**

- **Equity:** The final EIS should consider the detrimental effect of the owner-occupancy requirement to the ability of lower-income communities and communities of color (which have higher levels of rental houses) to utilize ADU's. Given Seattle's ugly history of racial covenants, and the degree to which home ownership and income correlate with race in Seattle, it is particularly important that we not invoke a restriction whose net effect will be to lower housing opportunities for low-income residents and people of color. The owner-occupancy requirement also discriminates

6

against renters all-up. By OPCD 2017 count, 51.9% of Seattle households are rentals. Renters should have equal access to ADU's.

- **Climate.** To bar all single-family rental units from the possibility of adding ADU's needlessly curtails the number of ADU's that can be built. We heard multiple folks testify that this requirement was blocking them from building ADU's on their property. The EIS should consider the adverse effects of this curtailment on climate, and the preferred alternative should not include an owner-occupancy requirement.
- **Both Equity and Climate:** Finally, the EIS should consider the extent to which the owner-occupancy requirement, by restricting the sale of properties with ADU's to owner-occupants, will limit the value of investments in ADU's. This would inhibit investment in low carbon, relatively affordable homes that are accessible to renters. Worse, it could channel investment into large, high-carbon, unaffordable single family homes.
- **Unnecessary:** If the intent is to ban short term rentals, ban short term rentals. If the intent was to inhibit developer-built ADU's, this potential impact has been shown negligible in the analysis in the draft EIS. Moreover, neither Portland nor Vancouver has an owner-occupancy requirement, and both these cities have high rates of owner occupancy.

6

## Minimum lot size

**Proposed: No minimum lot size**

**Why:**

- **Minimal impact** (particularly relative to teardown): lot and rear yard coverage restrictions as well as setbacks already provide sufficient restrictions.
- **Equity:** lot size tends to correlate with income, and owners of small lots likely need the benefits of an ADU more than owners of larger lots.
- **Retaining affordable housing:** smaller existing houses on smaller lots are generally relatively more affordable, and allowing ADU's on these lots decreases the chance of teardown and replacement of these smaller houses with larger and less affordable housing.
- **Preserving neighborhood character:** a small older house plus a new ADU and/or DADU will be more in keeping with existing neighborhood compared to McMansion

7

construction.

- **Allowing multigenerational housing:** for all but the most wealthy in our city, regardless of lot size, ADU's are one of the very few ways that our kids can afford to live in the city where they grew up.

7

**Caveat:**

If eliminating minimum lot size would trigger an additional EIS, we recommend the minimum lot size that would not do so, such as 2500 sq. ft.

## Maximum gross floor area

**Proposed:** 1000 square feet excluding garage and storage area for both AADU's and DADU's (Alternative 2).

**Why:** We believe that for DADU's in particular, this allows carriage-house style conversions over existing garages, and for ADU's it at least allows maximum flexibility such as basement conversions that include the garage, and thus maximum encouragement to build ADU's. We don't want to prioritize parking, BUT, we believe that with later zoning changes, the garage would likely end up being converted to another ADU, resulting in more housing opportunities in both the short and the long run. Moreover, in practice, ADU's tend not to result in additional garage space, so the penalty for allowing this flexibility is expected to be minimal.

8

## Maximum height

**Proposed:** We suggest 3 additional feet over existing limits **regardless** of lot width. We also suggest adding bonus height not just for green roofs, but for other green building standards, to accommodate additional insulation, solar, etc. This bonus height should be automatically granted in return for conforming to existing green building standards, i.e. there should not be additional permitting hoops and delays required to qualify for it.

9

**Why:** This relatively small height gain will allow a disproportionate benefit in flexibility in building ADU's on various sizes and configurations of lots, where otherwise an ADU might not fit. Moreover, allowing an easily obtained bonus for green roofs other energy-efficiency will have climate benefits that far outweigh any local, purely aesthetic, detriment.

## Rear yard Coverage

**Proposed:** In addition to the proposed changes, we propose to **allow a DADU to be constructed in the FRONT or SIDE yard in cases where the existing house is sited toward the back of the lot.**

10

**Why:** This will allow retaining older, smaller, houses often found toward the rear or even side of a lot, which might otherwise be torn down in order to fully utilize the lot; at any rate, they'd otherwise not be eligible for an ADU. Allowing front-of-lot (or for wide lots, side-of-lot) DADU's will help retain neighborhood character (i.e. the existing house) as well as encourage more DADU's. And as these older, smaller, homes tend to be relatively more affordable, it also preserves affordability and may create income opportunities that allow people to remain in their homes. Furthermore, allowing front-of-lot ADU's should allow existing small homes to be *recharacterized* as ADU's (with a larger home in the back).

10

## Maximum household size

**Proposed:** To the extent that this could be done without triggering an additional EIS, we propose loosening the more liberal Alternative 2 to allow more people in more configurations, e.g. Number of bedrooms \* 2 people + 1 per unit, or 12 unrelated adults but not counting children. Or better yet, just **remove this requirement**.

**Why:** To allow maximum flexibility for cooperative living arrangements and non-traditional as well as multi-generational families, allowing deeper affordability and lower per-capita carbon footprint. If this would result in an extended EIS period, then A2 (12 people on a lot with an AADU and a DADU). Because the EIS did not find adverse impact from "any number of related people" living on the same lot, it stands to reason that the same is true for "any number of unrelated people"; to our knowledge, shared DNA has no relationship to this impact. The city has a vested interest in equity, and a vested interest in climate, but it should have no such interest in determining what constitutes a family, or who should and should not be allowed to choose to cohabit.

11

## MHA requirements

**Proposed:** None (Alternative 2), plus incentives for affordability

**Why:** The proposed MHA requirement would function as a deterrent to ADU construction, and thus instead of stimulating affordable housing through subsidy, it would reduce affordable housing through a chilling effect on ADU construction. Instead, **considerations should be made for programmatic or other incentives to reach deeper affordability**....or nobody but the wealthy will be able to afford ADU's. We favor incentives for developing affordable ADU's, and financing assistance for low-income homeowners building ADU's.

12

## Predevelopment costs

**Proposed:** Larger and more equitable development cost reduction compared to Alternative 2.

13

**Why:** Reducing predevelopment costs by 10 percent is a good start, but we could do more. **We need more than 10%**, particularly for owners below 60% MHI or/and developing affordable ADU's, green buildings, or preservation of significant trees. [This study](#) indicates that fee waivers may be the single most effective policy for encouraging ADU construction. We should **waive all predevelopment costs** for low-income owners, affordable rentals, and ADU's built to stringent green standards.

13

## Maximum floor area ratio (FAR) limit

**Proposed: We support Alternative 2 - No FAR limit.**

**Why: FAR limits may discourage needed construction for all kinds of households,** from traditional and multi-generational families to cooperative housing. Housing built now will be with us for decades, over which we expect demand to only increase. By not imposing FAR limits, we encourage the construction of a variety of sizes and form factors of ADU's, resulting in more diverse housing choices, and in all likelihood, more housing in total. Climate and equity demand this.

14

## References

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3. Sungwon Lee and Bumsoo Lee, 2014. The Influence of Urban Form on GHG Emissions in the U.S. Household Sector. *Energy Policy*, 2014, vol. 68, issue C, 534-549. <https://pdfs.semanticscholar.org/5a1c/3850019b5995791b22909e57e039f49c6d6e.pdf>
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5. Guidance for Ecology Including Greenhouse Gas Emissions in SEPA Reviews, [http://jeffersonco-treis.info/PDF%20Files/3.01%20Air%20References/20110603\\_SEPA\\_GHGInternalguidance.pdf](http://jeffersonco-treis.info/PDF%20Files/3.01%20Air%20References/20110603_SEPA_GHGInternalguidance.pdf)
6. Washington State Environmental Policy, RCW 43.21C.020, Legislative recognitions—Declaration—Responsibility. <http://app.leg.wa.gov/RCW/default.aspx?cite=43.21C.020>
7. Slide 28. Homeownership Rates by Race & Ethnicity, Seattle Housing and Livability Agenda

background slides, [http://murray.seattle.gov/wp-content/uploads/2015/06/All\\_BackgroundDataSlides\\_4Nov14-FINAL-Updated-6-26-2015.pdf](http://murray.seattle.gov/wp-content/uploads/2015/06/All_BackgroundDataSlides_4Nov14-FINAL-Updated-6-26-2015.pdf)

**From:** [Talis Abolins](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU EIS - Historic Resources?  
**Date:** Thursday, May 31, 2018 4:08:06 PM

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Hello,

I was searching for information on how this proposal will impact historic resources in Seattle, such as the Mount Baker Park Addition, which was recently recognized as a historic district.

See <https://towncenterfriends.org/2017/10/19/the-mount-baker-park-addition-a-historic-intersection-of-people-and-place/>

Shouldn't there be an analysis of how this broad proposal will impact historic resources throughout the City, and how those impacts can be mitigated?

Also, it appears that this proposal and EIS is based on the assumption that the City's MHA will move forward as proposed. If the MHA is not adopted in its current form, will the City do a supplemental EIS?

Thank you for considering these comments.

Talis Abolins

1

2

**From:** [Eric Aderhold](#)  
**To:** [ADUEIS](#)  
**Subject:** Comment on ADU draft EIS  
**Date:** Thursday, June 21, 2018 9:15:41 AM  
**Attachments:** [ADU comment.pdf](#)

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Please see the attached PDF for my comment.

Thanks,

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Eric Aderhold  
[eric@aderhold.us](mailto:eric@aderhold.us)

To whom it may concern:

My name is Eric Aderhold. Together with my wife Liz, I own a home in the South Green Lake/North Wallingford neighborhood. We moved into our current home last year to accommodate our growing family, after owning a small home in the Phinney Ridge neighborhood for seven years before that.

As housing prices and population have increased dramatically during our time in Seattle, we recognize the need to add more homes to our city. We therefore strongly support the policy goals behind the proposed changes to ADU regulations, and intend to build a DADU on our own property if these changes are enacted into law.

1

The draft EIS analyzes a great deal of data to assess the effect of these changes on a broad scale. Behind the numbers are real homeowners such as our family. In this comment we describe how several of the proposed changes will affect our plans for our property, and suggest a few additional items to investigate in the final EIS.

## Context

We live at 5717 Latona Ave NE. Our home was built in 1923, with an expansion to the second floor completed in 2013. It contains approximately 2,000 square feet of living space above approximately 500 square feet of unfinished basement space plus a one-car garage.

Our house sits on a corner lot, 3,920 square feet in size. Our back yard consists of two concrete parking spaces, a small patch of grass, and an overgrown holly bush left over from the previous owners. Our back yard abuts NE 58th St and an alley. A DADU on our lot could have its own street frontage, facing the same direction as many other houses on NE 58th St.

2

## Effect of Changes Studied in the DEIS

### Reduced minimum lot size for DADU

Our lot is 3,920 square feet. The current minimum size for a DADU is 4,000 square feet. Alternatives 2 and 3 studied the impacts of decreasing this minimum to 3,200 square feet. Without this change, we will not be able to construct a DADU at all.

### Allow an AADU in addition to a DADU

As long as we have kids in the house, we intend to use our entire house for our family. This will be the case until at least 2036, given that we welcomed a new baby into the world earlier this month. After that, 2,000 square feet is larger than we would want or need as just a couple. Our first home was 900 square feet. It served us quite well until we had kids. We would gladly live in that amount of space again as just the two of us. Allowing an AADU to be added to lots that

already have a DADU (as studied in Alternatives 2 and 3) would help us downsize our living space and allow us to better age in place.

Our house's layout seems pretty ideal for the upstairs to be converted into an AADU. The upstairs expansion completed by the previous owners is a very large space currently used as a master bedroom. Its large size and external porch entry make it a good candidate for conversion into a kitchen/living/dining area to go with the two existing bedrooms and bathroom on that floor. The downstairs unit would then also have two bedrooms and one bathroom.

### Adjusting parking requirements

We are a one-car family. We use our car less and less each year, and aspire to become a zero-car family. Street parking is plentiful on our block. We have a one-car garage underneath our house that will remain in any case. We currently have two unused parking spaces in back, one of which would need to be removed to construct a DADU.

Removing the parking requirement for the first ADU (Alternatives 2 and 3) would permit us to remove both back yard parking spaces when building a DADU, allowing us to keep a similar amount of green space in our yard as we have today. We might even plant a tree to do our part to expand Seattle's tree canopy.

Maintaining the parking requirement for the second ADU (Alternative 3) would prevent us from having much of any green space in back if we eventually add an AADU in addition to the DADU.

Maintaining the parking requirement for even the first ADU (Alternative 1) could completely prevent us from adding an AADU in the future, as the back yard may not be large enough for a DADU and two parking spaces.

### Owner-occupancy

We intend to live in our house for the foreseeable future. However there's always the possibility for unforeseen circumstances. Perhaps a job loss or a sick relative will cause us to move outside Seattle for a time. Perhaps as we age we will become unable to climb the two dozen stairs up to our front door, and decide to move into a more accessible residence. Perhaps we will decide to spend a year travelling after we retire. Life is unpredictable.

Removing the owner-occupancy requirement (as studied in Alternative 2) is not essential for us to decide to build a DADU, but it would give us peace of mind. We would have the freedom to leave our house for an extended period without being forced to sell our house at the same time. This is a freedom we currently enjoy, and would prefer not to give it up as a condition of building a DADU.

2

## Height limits

Our lot is 40 feet wide. The current height limit for a DADU with a pitched roof is 22 feet. Alternatives 2 and 3 studied the impact of increasing this limit to 23 feet and also allowing the pitched roof to contain features such as dormers to increase the amount of usable space in the top floor.

Either height limit should be sufficient for a two-story DADU. The increased height allowance and dormers may make a basement feasible, far enough above ground to accommodate a second bedroom.

## Lot coverage

Per SMC 23.44.010.C, the lot coverage limit for lots under 5,000 square feet is 1,000 square feet plus 15% of the lot area. SMC 23.44.010.D.1 allows half the width of any abutting alley to be counted toward the lot area for the purposes of this calculation. With a 14-foot-wide alley abutting our property, this formula allows us 1,630 square feet of lot coverage. Alternatives 1, 2, and 3 in the DEIS all studied no change to the existing lot coverage limits.

The footprint of our existing house is roughly 1,200 square feet, plus a 100 square foot deck extending off the second floor. That leaves roughly 300 square feet of footprint for a DADU, or 400 square feet if the deck is removed.

## DADU floor area limits

The current DADU floor area limit is 800 square feet, including any garage space (Alternative 1). Due to lot coverage restrictions, this is about as large as we could build any two-story DADU. Alternatives 2 and 3 would increase this limit to 1,000 square feet, while Alternative 2 would also exclude garage and storage space from this limit. This increase, combined with the height increase, may make a basement feasible.

## Maximum household size

With the recent birth of our new baby, we have five people living in our house. The current law limits each lot to eight residents unless they're all related to each other. All three alternatives studied in the DEIS kept this limit in place for lots with one ADU. Alternative 2 studied the impact of lifting this limit to 12 people, but only if there are two ADUs on the lot.

With a single ADU, our DADU would then be limited to three occupants. If the DADU has only one bedroom this limit is unlikely to be reached, but with a two-bedroom DADU we would be happy to be allowed to rent to a family with kids sharing the second bedroom.

## MHA requirements

Alternative 3 studied the impact of adding MHA fees when building a second ADU. This would add more than \$10,000 to the cost of converting our large house into a pair of two-bedroom homes when our children are grown. We would of course evaluate the options closely when the time comes, but MHA fees would reduce the likelihood that we would perform this conversion, and increase the likelihood that we instead move into the DADU and rent out our house as one large unit for a wealthy family.

2

## Other issues

Other potential changes studied in the DEIS (including DADU entry location requirements, rear yard coverage limits, reducing pre-development costs, allowing a second AADU in lieu of a DADU, and adding a maximum FAR limit for the main house on a lot) would have no material impact on our plans for our lot.

## Other Changes to Consider Studying in the Final EIS

As none of the alternatives studied in the draft EIS showed any prediction of significant environmental impacts, we suggest that the final EIS should include a consideration of a few additional changes that were not studied originally, in order to analyze whether adopting a slightly more expansive proposal would still have no significant impacts.

### Grant additional lot coverage for two-bedroom DADUs

Due to the size of our lot and footprint of our existing house, lot coverage requirements may limit our DADU to having a single bedroom. Our city could certainly use more family-sized homes, and we would build one on our property if allowed. Please consider studying the impact of granting an additional 200 square feet of lot coverage for DADUs with two or more bedrooms.

3

### Exempt decks from lot coverage calculations

SMC 23.44.010.D.2.c exempts decks less than 36 inches above grade from lot coverage calculations. We have a deck that is higher than this, with an area of approximately 100 square feet. Under current rules, removing this deck would add 100 square feet of allowed footprint for our DADU, or 200 square feet of actual floor space given a two-story DADU. This is a trade-off we're likely willing to make, but we would prefer not to be required to sacrifice our deck in exchange for a DADU. Please consider studying the impact of exempting all decks from lot coverage calculations, regardless of their height above ground.

4

### Increase allowed household size for lots with one ADU

As discussed above, the household size limitations currently considered in the DEIS would limit our DADU to three residents. Under Alternative 2, converting the upstairs of our house into an

5

AADU would add an additional four allowed residents, despite not changing the size or shape of the house in any way. Why require this? Please consider studying the impact of allowing 12 residents even on lots with a single ADU.

#### Allow three total ADUs (two AADUs and a DADU)

Our basement has ceilings over 7' high. It has its own outside entrance. The north wall is almost entirely above ground, allowing for full-sized windows to be installed. In short, it could be finished into a pretty nice studio AADU if and when we also convert the upstairs to a two-bedroom AADU. Please consider studying the impact of allowing a second AADU on lots that already have a DADU.

6

#### Allow even larger DADUs on corner lots

My current neighborhood and previous neighborhood (Phinney Ridge) each contain numerous historic examples of corner lots that had been subdivided to make room for an additional home in the back, each home with their own street frontage. These homes are quite often larger than the 1,000 square feet being studied in this EIS for DADUs, but still seem to fit into the fabric of the neighborhood quite well. Please consider studying the impact of allowing larger DADUs (perhaps 1,250 square feet) on corner lots. This could make space for larger families who might not be able to afford a single-family lot of their own.

7

Thank you for reading and for considering the suggestions in this comment. We look forward to someday being able to build an ADU of our own, doing our part to help provide a sufficient quantity of housing for our growing city.

Sincerely,  
Eric Aderhold

#### Aderhold, Eric

- 1 Thank you for your comment. The comment is noted.
- 2 Thank you for your comment. The comment is noted.
- 3 Thank you for your comment. The comment is noted.
- 4 Thank you for your comment. The comment is noted.
- 5 Thank you for your comment. The comment is noted.
- 6 Thank you for your comment. The comment is noted.
- 7 Thank you for your comment. The comment is noted.

**From:** [Pennucci, Aly](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: ADU DEIS comments  
**Date:** Tuesday, June 26, 2018 7:51:52 AM  
**Attachments:** [AIA Seattle comments on ADU DEIS.pdf](#)

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Aly Pennucci  
Phone: (206) 684-8148

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**From:** Kirsten Smith [mailto:kirstens@aiaseattle.org]  
**Sent:** Monday, June 25, 2018 4:49 PM  
**To:** Pennucci, Aly <Aly.Pennucci@seattle.gov>  
**Subject:** ADU DEIS comments

Ms. Pennucci,

Please find attached AIA Seattle's comments on the city's draft EIS for ADUs. Thank you for your work on this important issue.

Regards,  
Kirsten Smith

**Kirsten Smith**  
Manager of Policy and Advocacy  
**American Institute of Architects**  
[AIA Seattle](#) + [AIA Washington Council](#)

206.448.4938 x401 office | 206-708-3199 cell  
[kirstens@aiaseattle.org](mailto:kirstens@aiaseattle.org)

**Center for Architecture & Design**  
1010 Western Ave. | Seattle, WA 98104



June 25, 2018

Aly Pennucci  
City of Seattle  
P.O. Box 34025  
Seattle, WA 98124-4025

RE: ADU Draft EIS Comments

Dear Ms. Pennucci:

**AIA Seattle**  
Center for Architecture  
& Design  
1010 Western Ave  
Seattle, WA 98104  
T (206) 448 4938  
[aiaseattle.org](http://aiaseattle.org)

AIA Seattle's members – over 2,300 architects and professionals working on the design of our city – care passionately about making better buildings and neighborhoods. We thank you for the opportunity to respond to the Draft EIS (DEIS) related to the city's proposed changes to the Land Use Code on ADUs/DADUs in single-family zones.

Reducing regulatory barriers to the production of additional ADUs and DADUs is a sensible, timely and necessary solution to help address housing scarcity, affordability and equity throughout Seattle's single family-zoned neighborhoods. ADUs can be: distributed widely and gradually; built for a variety of social and financial reasons; used to disincentivize teardowns; and built to assimilate within the context and fabric of any Seattle neighborhood. AIA Seattle is pleased to endorse elements of both Alternatives 2 and 3 in the city's DEIS; we believe these measures are essential to creating more opportunities for new dwellings to house Seattle's booming population.

#### **Determination of non-significance**

AIA Seattle concurs with the DEIS's determination of non-significance indicating that the ADU proposal does not have a significant adverse impact on the environment.

#### **Exclusionary zoning practices**

We applaud the city for including Chapter 3 in the DEIS, outlining the history and context of exclusionary and biased zoning practices that still reverberate today. Acknowledging this history is key to helping us avoid repeating the institutional biases that have shaped Seattle's development over time.

#### **Number of units**

We support the option to choose two accessory dwelling units either both as attached to the primary dwelling or one attached plus one detached. (Alternative 3)

#### **Parking**

We strongly endorse the elimination of the parking requirement for ADUs regardless of number. Providing parking is often expensive, unnecessary and in many cases infeasible. Eliminating the parking requirement will also prioritize vegetation and open area over vehicle storage. (Alternative 2)

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**Lot size**

We also support a reduction of minimum lot size for ADUs. Fourteen percent of Seattle lots fall below the current lot size threshold and these are often in neighborhoods with the best access to transit, schools, parks and jobs. (Alternatives 2 and 3)

4

**Roof allowances**

We support incremental increases in size and height allowances and options for roof features such as dormers and green roofs. (Alternative 2)

5

**Rear yard coverage**

AIA Seattle endorses the DEIS's comments on allowing additional rear yard coverage for single story DADUs. Greater rear yard coverage provides additional flexibility in design and allows designers the opportunity to design ADA-compliant DADUs that allow existing homeowners, or their parents, to age in place while being part of the community. (Alternatives 2 and 3)

6

**Floor area**

We support increasing the allowed gross floor area and allowing both attached and detached accessory dwelling units to be the same size. This small increase will allow two-bedroom units that are needed by families. Separating non-livable space from the accessory dwelling unit's gross floor area calculation will increase the number of dwellings that can be constructed on top of or adjacent to existing garages by allowing for more flexibility on constrained sites. Requiring occupancy separation and separate entrance to living and storage spaces could be used to reduce illegal conversions. (Alternative 2)

7

**Cost reduction & permit streamlining**

We strongly support measures to reduce pre-development costs and to streamline permitting by dedicating specialized reviewers to ADU/DADU projects. These measures are important so that ADUs can be brought online as quickly as possible to help address Seattle's current housing crisis. (Alternative 2)

8

**Maximum size**

Finally, we encourage the city to study a potential maximum size for new principal structures through FAR or other means while incentivizing the creation of ADUs and DADUs by refraining from limiting the additional unit size. Adding additional FAR bonuses for green building or specific site conditions such as alley and corners could also be a component of this study. AIA Seattle would be happy to partner with the city to help perform this research.

9

Again, we thank you for the opportunity to comment on the scope of the DEIS. We are pleased to support this effort, the HALA process and the city's other work to create a more equitable and sustainable city for all.

Regards,

A stylized, handwritten signature in black ink, appearing to be 'LR' with a long horizontal flourish extending to the right.

Lisa Richmond  
Executive Director

A handwritten signature in black ink that reads 'Sidney Scarboro' in a cursive script, followed by a horizontal line.

Sidney Scarboro  
President

**From:** [Justin Allegro](#)  
**To:** [ADUEIS; Durkan, Jenny; Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Bagshaw, Sally; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jesseca; Sparrman, Goran](#)  
**Subject:** comment on ADU EIS  
**Date:** Tuesday, June 26, 2018 12:03:31 AM

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Dear Ali Pennucci, Ketil Freeman, Nick Welch, Mayor Durkan, and Council Members:

Please accept this letter of comment on the Environmental Impact Statement (EIS) associated with the Council's Accessory Dwelling Unit (ADU) legislation. As an owner of a single-family residence in a Single-Family Zone (SFZ) in Upper Queen Anne, I write to offer my strong support for the city's objective with this EIS, and my support for changing the city's current land-use code that significantly and unnecessarily limits the supply of ADUs in SFZs throughout the city. I support the proposal in Alternative 2 -- perhaps with some slight modifications that could mitigate the risk of single-family home price increases via speculation. I would also support Alternative 3, though I do not have as much confidence in the city's analysis that only a few hundred less ADUs and DADUs would be constructed over the next 10 years under Alternative 3 when compared to Alternative 2. Removing the parking requirement for the first ADU is a critical barrier to address (in addition to the lot-size and other changes), but from what we have seen in cities like Vancouver, BC and Portland, cautiously limiting the ownership requirement for homes with ADUs may prove to be a meaningful incentive to additional supply, the stated goal of the EIS. Increasing housing supply, particularly middle-income and family-size housing options, is an emergency need in Seattle and I urge the Council to continue moving forward.

Importantly, as a natural resource professional (I am not a developer nor do I have any financial interest in ADUs), I find the environmental analysis here more than adequate, particularly given that the likely largest environmental impact of more affordable housing opportunity--the potential to reduce carbon emissions by allowing more individuals to work in Seattle to live in Seattle rather than commute from the suburbs--is not able to be analyzed well under SEPA. According to the EIS, in the next decade the no-action alternative would result in 1.4% of Seattle's 135,000 single family zoned lots having an ADU. The most aggressive alternative in this EIS would result in an estimated 2.5% of these lots having an ADU in ten years. Simply put, there is no sincere way in a city with our level of a developed environment to look at those figures and claim this proposal would have a significant adverse environmental impact that requires mitigation pursuant to SEPA. Kudos.

As a single family home owner in Upper Queen Anne, I do not feel the Queen Anne Community Council's comments on this EIS, nor their position on the MHA EIS, represent me nor adequately serve all in our community. Opposition to both the MHA urban village and lowrise upzone AND this single-family zone effort to allow increased variety of housing raises fundamental questions about whether the Community Council's stated desire of using neighborhood planning and neighborhood-specific cherry-picking of zoning and land-use policy could possibly support sufficient density in any form to actually put a dent in the housing shortage emergency in Seattle,

1

particularly as it relates to family-sized housing options

I believe it is important to note that the EIS's objectives are very explicit, and they are removing regulatory barriers to make ADU construction easier for property owners, and to increase the number and variety of housing choices in single-family zones. These objectives serve to also implement two elements of Seattle's Comprehensive Plan related to ADUs. Currently 2% of Seattle's 135,000 SFH lots have ADUs, and since the 2010 legalization of backyard cottages, 579 have been built or permitted. In light of the housing shortage Seattle undeniably faces, status quo regulation for ADUs cannot continue. While some in opposition argue that price is the barrier to ADUs, cities with similar housing prices and less regulatory barriers to ADUs have seen significantly more proposed and constructed ADUs. Current regulation may have represented an acceptable compromise 10 years ago, but today the proof is in the pudding and it is the regulation that serves as a barrier to more units. It is difficult to say that what was acceptable to the Planning Commission ten years ago is not good enough today, but it is not by a long-shot.

1

On the socio-economic front, importantly this EIS notes that existing development in single-family zones like mine under current zoning involves meaningful teardowns of homes, replaced by homes with much larger square footage. In light of that reality, which is born out in the EIS in the form of the projection of more teardowns under no action than either of the action alternatives

For Alternative 2, I would support removing the Owner-Occupancy Requirement to allow renting a home and building and renting an ADU and DADU, but would consider some sort of trigger for additional MHA fees if the owner pays more than some to-be determined amount over median neighborhood home value and then rents the main home within 1-2 years of purchase. It is important to try to prevent speculation from increasing home values, and I think such a mechanism would dissuade a developer from upbidding a property and making it harder to buy a SFH in certain neighborhoods. Additionally, I would like to see a prohibition on ADUs from being rented to AirBnB or such websites for a certain number of years after construction, perhaps 5 or so. That should sufficiently dissuade someone from buying a home explicitly to rent an ADU to a non-resident, which is not the intent of the policy changes.

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Thank you for accepting my comments, it is 2 minutes late but I hope they will still be received. Thank you!

Sincerely,

Justin Allegro  
2525 9th Avenue W  
Seattle, WA 98119  
[allegrojustin@gmail.com](mailto:allegrojustin@gmail.com)  
703-340-7553

**From:** [david.anderson](#)  
**To:** [ADUEIS](#)  
**Subject:** Comment ADU Draft EIS  
**Date:** Saturday, June 02, 2018 1:40:12 PM

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Dear City of Seattle,

1. My choice is Alternative 3 because it allows (2) AADUs. 1
2. I also urge you to change zoning SF 5000 to RSL in Madison Valley/Central District to:
  - o north to E Madison St
  - o east to 32nd Ave E
  - o south to S Jackson2
3. Please consider changing city-wide all SF 5000 to RSL.

Please see attached comment letter.

Thank you,

David A. Anderson

**From:** [Esther Bartfeld](#)  
**To:** [ADUEIS](#)  
**Cc:** [Pennucci, Aly](#)  
**Subject:** ADU/DADU DEIS Comments  
**Date:** Monday, June 25, 2018 11:50:14 PM  
**Attachments:** [ADU DADU comments submitted 6.25.18.pdf](#)

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Please find attached my comments on the DEIS for the proposed ADU/DADU legislation.  
-Esther Bartfeld

P.O. Box 31932  
Seattle, WA 981013  
June 25, 2018

[ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov)  
Seattle City Council members  
[Aly.pennucci@seattle.gov](mailto:Aly.pennucci@seattle.gov)

Dear DEIS drafters and analysts:

Please consider these comments on the draft environmental impact statement (DEIS) for the proposed ADU/DADU legislation. My comments are based on my experiences as a tenant in an ADU when we first moved to Seattle in the 1990s and now as a homeowner in the Phinney Ridge neighborhood. While I support ADUs, I believe the DEIS is fundamentally flawed for several reasons. It is, unfortunately, an ends-driven analysis that appears determined to find no significant impact regardless of what the facts reveal, and it does not address the flaws identified by the Hearing Examiner.

The following problems plague the draft EIS and should be revisited before a final EIS is produced.

1. Most important, the DEIS presents too few alternatives. There should be an alternative that still allows only one AADU or DADU on a parcel as in the current Code, but perhaps relaxes or changes some of the perceived “hurdles” that the City evidently believes exist. It is not an appropriate or complete analysis of alternatives to consider only proposals that allow both an AADU and a DADU.

1

2. The DEIS fails to adequately consider the varied impact these proposals will have throughout the City. As the City itself concedes in the DEIS, the form of existing development varies widely across single-family zones in the City. The DEIS should analyze these disparate impacts.

At a minimum, for example, the transportation / parking impact would vary in single family zones close to urban villages where street parking is already at a premium in the nearby single family zones. A proposal that could create 3x the number of households residing on each single family lot (and potentially 12 unrelated people) would, of course, carry with it a tremendous parking impact that would be exacerbated on these streets as compared to the more far flung single family areas such as Blue Ridge where every home has a driveway and there is an abundance of street parking.

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3. The DEIS fails to adequately consider the impact of removing the owner-occupancy requirement. At a minimum, a final proposal should retain the present owner-occupancy requirement for whatever form of backyard cottage / ADU /

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Comments on DEIS for ADU/DADU proposal  
Page 2 of 5

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DADU legislation is ultimately reviewed and considered. Without that requirement, every home becomes a speculator's dream that will be viewed as a three-income property instead of a home. The greatest impact will be in the more modest (by Seattle standards) neighborhoods where the math works out for developers to pay a premium for what otherwise would be a house owned by a family, and then divide the house into two smaller units, add an ADU and laugh all the way to the bank after charging inflated rents for three units that will more than cover any associated mortgage. Meanwhile those homes, that could have housed families, will become out of reach the those families who otherwise might have afforded those homes will be forced farther and farther out.

When we lived in an ADU, the owner lived upstairs and the situation worked for all of us. The owner had an incentive to find a compatible tenant. We had an incentive to be a good tenant because the owner lived upstairs and the owner wanted to remain on good terms with his neighbors. We became friends with the owner, and we became attached to the Phinney Ridge neighborhood where we later bought our home. When the homeowner is not required to live on the property but can instead rent to a large collection of strangers, these incentives to fit into the neighborhood evaporate.

3

4. The DEIS does not adequately analyze cumulative impacts. At a minimum, the DEIS should consider the combined impacts of this proposal with the proposed MHA legislation that would upzone the rest of the City that is not being proposed for upzoning in the ADU/DADU legislation.

4

5. There is no support for the assumption that Alternative 2 and 3 will decrease the number of teardowns by 6% (2610 to 2460) and 15% respectively (2610 to 2220). To the contrary, with the greater lot coverage allowances and greater DADU sizes, the proposed alternatives will likely increase the number of teardowns as developers realign structures on a lot to obtain the maximum number of units. This impact will be exacerbated in Alternative 2 if the owner occupancy requirement is removed.

5

6. The DEIS misunderstands "affordability" and the impact these proposals will have on housing prices and displacement.

First, the DEIS ignores the important and obvious point that making it easier to convert almost every single family lot into a three-income stream property will do more to create upward pressure on housing prices than will a no action alternative. This impact is magnified in Alternative 2 that would remove the owner-occupancy requirement. When virtually every single family home in Seattle can become an investment property that could produce three income streams, the price calculus changes fundamentally and will spiral every higher, particularly in the low and modest neighborhoods (by Seattle standards) where the math makes such a conversion a no-brainer. Rather than having a city of owners, we will have a city

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Comments on DEIS for ADU/DADU proposal  
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owned by investors who can and will charge every increasing rents as they divide up the coveted single family homes into three separate units.

In addition, the notion of more ADU /DADU's somehow having a positive impact on affordability relies on a false metric. When a house is divided into two smaller parcels (ADUs) and/or a small separate structure is added, the result may be a smaller monthly pricetag for a renter, but that smaller pricetag will be for a substantially smaller living space. "Affordability" is measured in more than a pricetag. It is measured by what you get for that pricetag.

The two alternatives will, by their own admission, diminish the number of FAMILY-sized homes and increase the number of increasingly small units that are unfit for families. This is obvious by looking at the number of new residents the EIS claims for each alternative compared to the number of new units (Alternative 2 would allegedly produce 1440 more ADU/DADU but only 2160 additional residents (see utilities section) and Alternative 3 would produce 1210 more units but only 1815 more residents (1.5 residents per unit). Alternatives 2 and 3 would remove single family homes from the housing market and convert them into smaller non-family units. The DEIS does not address this factor.

Not only is the claimed "affordability" a mirage, but it also overlooks entirely the negative impact on affordability that the proposals will cause. When almost every single family home in the city becomes eligible to be converted into a three-income-stream property, the market value of those properties will increase dramatically. Such a result will further drive out families and increase property taxes for all who remain. That negative impact on affordability is overlooked entirely in the one-sided, ends-driven "analysis" in the DEIS.

7. The alleged parking and transportation analysis is nothing of the sort, and it is internally inconsistent. First, it admits that onstreet parking utilization would not become an issue until parking utilization exceeded 85 percent. Then it simply assumed, without any analysis, and without recognition that single family neighborhoods throughout the city presently have very different onstreet parking availability, that there would be no potential significant adverse impacts. And then it simply brushed under the rug those "specific blocks within the study area" where parking supply will be exceeded. This is not analysis. This is whitewashing.

8. The DEIS failed to adequately address the impact of the increased lot coverage that will result in loss of tree cover and increase areas of impermeability. The analysis of such impacts is inadequate.

Furthermore with increased lot coverage allowed, not only will existing trees be destroyed to accommodate the new DADU structures, but the space remaining on a typical lot will be insufficient to support replacement tree plantings, thereby

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Comments on DEIS for ADU/DADU proposal  
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cementing a future of a treeless Seattle. The DEIS ignores this impact and the impact on climate change that could occur from denuding Seattle of its trees.

9. The Land Use “analysis” misrepresents the scale of the proposed changes by claiming there “could” be “minor changes in building scale” from “slightly larger DADU’s on smaller lots. The DADU size would increase from 800 to 1000 square feet. That is a 25% increase! Actually it would be even greater because “garage and storage” spaces would no longer be counted in the minimum size. This is hardly “slightly larger. Similarly the allowable lot size for this would shrink by 20% from 4000 square feet to 3200 square feet. This is a substantial change.

9

10. There is no support, in the Aesthetics “analysis” for the conclusion that there will be fewer teardowns or that there would not be a “fundamental change in visual character of neighborhoods.” Of course there would be. The proposal would allow DADUs with the footprint of a small house. Teardowns would increase as old homes located inconveniently on a lot would be torn down to build two new structures, one of which would be further divided to make two separate units. There should NOT be dormers on the DADUs. The DEIS does not adequately address the impact of this proposed change.

10

11. The so-called “parcel types” that form the starting point for the analysis have no bearing on reality and therefore would not result in a proper analysis. For example, on a lot size of 7,200 square feet, the DEIS assumes a living space is 1,900 square feet and the footprint of the ADU is 250 square feet. On a lot size of 5,000 square feet (the typical lot size in the SF zone), the living space is 1,800 square feet and the ADU footprint is 250 square feet. The proposal also substantially underestimates the current lot coverage. In reality, a substantial number of SF homes are much larger than those sizes listed in the “parcel typology” of Exh. 4.1-9, the existing lot coverage is substantially greater than the amounts listed in that table, and the proposals in the DEIS would allow DADU’s of 1,000 square feet or more. So if the analysis starts from a point of too small main houses and too small DADUs and unromantically small existing lot coverage, then of course it will conclude there is no impact.

11

12. The DEIS’ analysis of potential displacement is flawed. Teardowns are not the only measure of displacement. The two alternatives that would, in effect, allow three=income streams on each single family parcel, would displace far more people in SF zones as investors stream in and / or current owners seek to triplex up their own properties. The increased property valuations that would likely follow would result in greater property tax increases for all homeowners, including those who have no interest in building an AADU or DADU, and the risk of even more property tax increases would likely displace even more people.

12

Please start over with a new EIS with legitimate assumptions, a more realistic list of alternatives, and a more reasonable analysis that actually analyses and considers

Comments on DEIS for ADU/DADU proposal  
Page 5 of 5

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what this proposed legislation would unleash instead of whitewashing the analysis to find no significant impact where obviously such a significant impact would result.

Thank you for considering these comments.

Sincerely,

Esther Bartfeld

**From:** [Susan Bellan](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU DEIS referencing HE file # W-16-004  
**Date:** Thursday, June 21, 2018 3:01:32 PM

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Pursuant to the Queen Anne Community Council – Land Use Review Committee and Planning Committees assessment of the recent ADU DEIS referencing HE File Number: W-16-004) and as a longtime member of the Seattle homeowner community, I strongly agree with the QACC assessment that the Seattle City Council is moving in a seriously flawed direction as it relates to this attempt to re-zone the entire city of single-family neighborhoods into potentially multi-family spaces.

1

The entire nature of Seattle has changed so dramatically over the past ten years that many longtime residents have no interest in remaining in the City – as can be seen by the incredible growth on the east side. Don't be fooled, a huge amount of that growth is related to Seattleites fleeing the neighborhoods they used to love.

Adding to this by now saying that this DEIS supposedly adequately addresses the significant environmental impacts associated with this idea of increasing the density of ADU's across the board is simply untenable. The current law as it exists of being able to include an ADU of DADU if a person's property is greater than 4000 sq feet is bad enough – this DEIS fails to comprehensively and honestly analyze the impacts from rezoning of one half the land area of the City of Seattle, up-zoning every single-family neighborhood into multi-family properties, and completely fails to recognize and address the unique qualities, limitations, and opportunities within most of our over 30 neighborhoods.

2

If you want those over 30 neighborhoods to remain vibrant and well-loved places to live, consider taking appropriate action to not move forward with this plan of re-zoning. Understand that City Council members are elected to represent the people of their neighborhoods and it would appear that this absolutely not what the City Council members as currently elected are doing but rather trying to force feed their constituents with their own ideas – and most definitely not the ideas of the people they represent (think the recent head tax that had to be reversed!)

Please think of the people you are representing as you continue to review this agenda and realize you are not going down a path that will be positive for Seattle. Seattle used to be a great place to live – it most definitely is becoming something altogether different than this and this is not something to be proud of!

Yours, a Seattle Property Tax payer

*Susan Bellos*



**Accessory Dwelling Units**

Final EIS  
October 2018

Office: (206) 329-3121

Cell: (206) 383-0102

[susan@bellan.com](mailto:susan@bellan.com)

**From:** [Harriet Benjamin](#)  
**To:** [ADUEIS](#)  
**Subject:** is  
**Date:** Thursday, May 10, 2018 12:56:07 PM

---

Is a sewer scope required to assure a tie I can be handled?

Do they just tap into existing water line of existing house?

1

Thank you

**Harriet Benjamin**

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Office (206) 935-7700  
Fax (206) 935-7000  
Cell 206-437-5597  
Res (206) 937-8873  
4445 California Ave SW  
Seattle, WA 98136



**From:** [Jan](#)  
**To:** [ADUEIS](#)  
**Subject:** In support of relaxing rules on ADU's  
**Date:** Wednesday, June 20, 2018 1:12:25 PM

---

Absolutely in support of this— Seattle needs more housing options and this is one way to do it.

1

Jan

**From:** [Barbara Bernard](#)  
**To:** [ADUEIS](#)  
**Subject:** ADUEIS  
**Date:** Monday, June 11, 2018 12:44:14 PM

---

I would like to state, that at this time, I am against any changes in current ADU code simply because it does not address the end result of reduced tree canopy.

While I understand there is discussion that there may be an offset fee for trees removed, it doesn't take in to account large, older growth trees that are simply irreplaceable. The young saplings that are being added to developed properties do not provide the assets as a older growth tree does.

Barbara Bernard  
3010A 31st Ave W

[Sent from Yahoo Mail for iPhone](#)

1

**From:** [Sara Bhakti](#)  
**To:** [ADUEIS](#)  
**Subject:** Support for ADUs  
**Date:** Monday, June 25, 2018 6:22:33 PM

---

Hello, I am writing in support of ADUs (sometimes called "granny units") in Seattle to address the housing crisis. These units would provide low cost housing options for many people and also help homeowners stay in their homes by generating income to offset the ever increasing property taxes.

As a senior living on a fixed income with my expenses continuing to rise, ADUs would really help - if I owned a home where it would work. Not available for me in my Kirkland condo, however.

I think all good options to help Seattle with affordable housing should be vigorously pursued.

Thank you for the opportunity to comment.

Sara Bhakti

Sent from my Windows Phone

1

**From:** [CHERI & AL BLOOMQUIST](#)  
**To:** [ADUEIS: Bagshaw, Sally; Johnson, Rob; O'Brien, Mike; Mosqueda, Teresa; Gonzalez, Lorena](#)  
**Subject:** Fwd: [MBS] Magnolia Community Council - Sample letter email on 3 homes per Single Family Lot  
**Date:** Wednesday, June 20, 2018 11:10:56 AM  
**Attachments:** [ATT00001.png](#)

To: [ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov), [sally.bagshaw@seattle.gov](mailto:sally.bagshaw@seattle.gov), [rob.johnson@seattle.gov](mailto:rob.johnson@seattle.gov), [mike.obrien@seattle.gov](mailto:mike.obrien@seattle.gov), [teresa.mosqueda@seattle.gov](mailto:teresa.mosqueda@seattle.gov), [lorena.gonzalez@seattle.gov](mailto:lorena.gonzalez@seattle.gov),

\*cc: [alberta.bleck@seattle.gov](mailto:alberta.bleck@seattle.gov), [alyson.mclean@seattle.gov](mailto:alyson.mclean@seattle.gov), [brian.chu@seattle.gov](mailto:brian.chu@seattle.gov), [daniel.strauss@seattle.gov](mailto:daniel.strauss@seattle.gov)

Dear Ms. Aly Pennucci and the members of the Seattle City Council,

I, Al Bloomquist of 3109 W. Elmore Street (Seattle District 7), support the June 2018 recommendations by the Queen Anne Community Council requesting that a complete and adequate Environmental Impact Study Housing (EIS) be conducted, contrary to what is currently published in the proposed Accessory Dwelling Unit (ADU) Draft EIS. ADUs are known to include backyard cottages, known as detached accessory dwelling units (DADUs), and basement apartments, known as attached accessory dwelling units (AADUs).

We find there exists an inadequate assessment across all Chapters including Socioeconomics, Land Use, Aesthetics, Parking and Transportation and Public Services and Utilities.

In addition, do please include within the Final Study the Alternative supported by the Magnolia Community Council Land Use Committee that was signed by 87 Seattle Residents and submitted to the City with the Scope EIS and the May 31, 2018 public comment meeting.

Sincerely,

• \* District 7 Staff: [Alberta Bleck](#), [Alyson McLean](#), [Brian Chu](#), [Daniel Strauss](#)

### **Socioeconomics**

[http://www.seattle.gov/Documents/Departments/Council/4-1\\_Housing\\_Socioeconomics\\_ADU\\_DEIS\\_2018.pdf](http://www.seattle.gov/Documents/Departments/Council/4-1_Housing_Socioeconomics_ADU_DEIS_2018.pdf)

### **Land Use**

[http://www.seattle.gov/Documents/Departments/Council/4-2\\_LandUse\\_ADU\\_DEIS\\_2018.pdf](http://www.seattle.gov/Documents/Departments/Council/4-2_LandUse_ADU_DEIS_2018.pdf)

### **Aesthetics**

[http://www.seattle.gov/Documents/Departments/Council/4-3\\_Aesthetics\\_ADU\\_DEIS\\_2018.pdf](http://www.seattle.gov/Documents/Departments/Council/4-3_Aesthetics_ADU_DEIS_2018.pdf)

### **Parking and Transportation**

[http://www.seattle.gov/Documents/Departments/Council/4-4\\_Parking\\_Transportation\\_ADU\\_DEIS\\_2018.pdf](http://www.seattle.gov/Documents/Departments/Council/4-4_Parking_Transportation_ADU_DEIS_2018.pdf)

### **and Public Services and Utilities**

[http://www.seattle.gov/Documents/Departments/Council/4-5\\_Uilities\\_ADU\\_DEIS\\_2018.pdf](http://www.seattle.gov/Documents/Departments/Council/4-5_Uilities_ADU_DEIS_2018.pdf)

The Land Use Committee of the Magnolia Community Council will review this topic at an upcoming meeting. Email questions to [urbanmagnolia@pacificwest.com](mailto:urbanmagnolia@pacificwest.com). Please mark your calendars for the upcoming meeting date:

**August 27, 2018**

6:30 p.m. Seattle Public Library – Magnolia Branch

Magnolia and Queen Anne actions on the Issued Final Environmental Impact Study for Accessory Dwelling Units

David Moehring  
312-965-0634



## Land Use Committee of the Magnolia Community Council

Magnolia Community Council  
P.O. Box 99564  
Seattle, WA 98139-0564

**From:** [Kathryn Boris-Brown](#)  
**To:** [ADUEIS](#)  
**Cc:** [Durkan, Jenny](#); [Welch, Nicolas](#); [O'Brien, Mike](#); [Harrell, Bruce](#); [Bagshaw, Sally](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [Johnson, Rob](#); [Juarez, Debora](#); [Sawant, Kshama](#); [Pennucci, Aly](#); [Freeman, Ketil](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [Brand, Jesseca](#); [Sparman, Goran](#)  
**Subject:** FW: ADU-EIS - Queen Anne  
**Date:** Friday, June 22, 2018 5:04:42 PM  
**Attachments:** [ADU-DEIS - Queen Anne Comment Letter .pdf](#)

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To Mayor Durkan and the Seattle City Council,

I am a homeowner and tax payer on Queen Anne and have been so for 34 years. I have been following the City of Seattle's attempt to upzone every single-family neighborhood city-wide. I am writing to endorse the comments (attached) by the Queen Anne Community Council.

1

Our single-family neighborhoods are an integral aspect of the appeal of Seattle. I am concerned that you are making zoning changes that will forever alter the character of our beloved city. Of the many issues involved, the changes to reduction in lot size allowances and removal of the owner occupancy requirement cause me great concern. What you are doing with that is opening up our single family neighborhoods to rampant, unrestricted development with no community aspect remaining. What I foresee is the destruction of our neighborhoods – with the developers benefiting at the expense of the residents of this city who have helped to build, finance, and maintain it over the decades and who voted you into office.

2

I personally can see the value of increased density with backyard cottages and Accessory Dwelling Units. I request that you do it in such a way as to keep the owner-occupancy requirement as a means to preserving our neighborhoods.

3

Thank you,  
Kathryn Boris-Brown  
2011 5th Avenue North  
Seattle, WA 98109  
206-285-6095

**From:** [Pennucci, Aly](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: ADU-EIS comments  
**Date:** Monday, June 25, 2018 8:27:42 AM  
**Attachments:** [ADU-DEIS - Queen Anne Comment Letter .pdf](#)  
[ATT00001.htm](#)

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Aly Pennucci  
Phone: (206) 684-8148

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**From:** James Borrow [mailto:jim@jimborrow.com]  
**Sent:** Sunday, June 24, 2018 10:02 PM  
**To:** Pennucci, Aly <Aly.Pennucci@seattle.gov>  
**Cc:** LEG\_CouncilMembers <council@seattle.gov>; Durkan, Jenny <Jenny.Durkan@seattle.gov>; Torgelson, Nathan <Nathan.Torgelson@seattle.gov>  
**Subject:** ADU-EIS comments

Ms Pennucci, Seattle City Council Members, Mr Torgelson and Mayor Durkan,

I am sending this email in support of The ADU Draft Environmental Impact Statement Comments submitted by the Queen Anne Community Council pertaining to the ADU-EIS released by the City. I have included a copy of the Queen Anne Community Council's comments with this email.

1

I am particularly concerned with the negative impact several features of Alternatives 2 & 3 of the City's proposal would have on our neighborhoods, the affordability of housing and our neighborhood milieu:

1. Maintenance of an owner occupancy requirement is critical. Removing the Owner Occupancy requirement would open up a significant percentage of the city to speculation and ultimately drive up the price of property as outside investors, in the form of individuals, partnerships or companies buy up homes, essentially convert them to multi-unit properties and rent them out, effectively removing them from the marketplace. Families who would like to buy a single family home in which to raise their children will be bidding against outside entities with deeper pockets. The more homes converted to ADU & DADU status will decrease the reservoir of single family homes available to first time home buyers or current owners who want to move up in the market. Allowing non-owner occupancy will drive families to the suburbs.
2. Allowance of DADUs on lots of 3,200 square feet, with 60% rear lot coverage and an increase in the allowable height of the structure for DADUs, with an additional 1-2 feet for a roof that meets green roof standards as outlined in Alternative 2, or allowing 60% rear yard coverage and additional height as outlined in Alternative 3, as well as the allowance of building projections such as dormers to increase interior space will negatively impact

2

3

- neighbors' ability to enjoy their homes and particularly their backyard spaces, an expectation that is part of the reason citizens choose to invest in a free standing home. Allowance of the features noted in Alternatives 2 & 3 will negatively impact the value of adjacent properties.
3. At least one off street parking space should be maintained. This is particularly important in the older neighborhoods of the city, platted with smaller, more uniform lots. Many of the residential streets in those neighborhoods already are over congested with parked cars and most of these neighborhoods are underserved by public transportation, as is most of the city so going without a car is unrealistic, particularly for families.

4

It is unbelievable that the City did not find any negative impact from either Alternative 2 or 3 in their analysis. It is unrealistic to think otherwise. Therefore, I support the the challenge made by the Queen Anne Community Council and urge the Hearing Examiner to rule against the City at the conclusion of the upcoming Hearing,

5

Sincerely,

James Borrow  
6626 SW Admiral Way  
Seattle, 98116

**From:** [mar.boyd](#)  
**To:** [ADUEIS](#)  
**Subject:** Clarification...  
**Date:** Saturday, May 12, 2018 9:16:40 AM

---

Hi,

I'm reading the draft EIS for ADU/DADU and want to know if you can give example of 'storage' that would be exempt from Alternative 2?  
Under same roof/separate space, etc...?

1

Thanks!

Marilyn Boyd

**From:** [mar.boyd](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments  
**Date:** Monday, June 25, 2018 10:04:42 PM

---

The changes need to...

- Increase the allowed gross floor area for detached accessory dwelling units to 1000 square feet. | 1
- Eliminate the unnecessary parking requirement allowing more vegetation, trees and open space to be saved (not paved) | 2
- Streamline, simplify and eliminate unnecessary permit costs (like Portland) to allow more people to participate in the housing solution. | 3
- Do not apply Mandatory Housing Affordability. | 4
- Eliminate single family zoning to allow for duplexes, triplexes, and fourplexes. | 5
- There needs to be more options for affordable housing in Seattle. One size does not fit all... | 6

Thank you,

Marilyn Boyd

**From:** [Robyn](#)  
**To:** [ADUEIS](#)  
**Subject:** Comment on ADU/DADU  
**Date:** Monday, June 25, 2018 9:35:47 PM

---

Due to the limited affordable housing options in Seattle, restrictions on ADU's/DADU's should be lifted, and the permit process should be less expensive or halted ( like Portland), allowing more homeowners the opportunity to add to the housing inventory.

Allowing a 1000 sq. ft. DADU without requiring additional parking is a very reasonable option.

Eliminating 'single family' zoning to allow for duplexes and triplexes should also be enacted.

Many people have had to relocate from longtime neighborhoods due to rising rents and demolition of older buildings.

Please consider changes to allow more affordable housing options in the city.

1

Thank you,

Robyn Boyd

Sent from [Mail](#) for Windows 10

**From:** [Liam Bradshaw](#)  
**To:** [ADUEIS](#)  
**Subject:** comment on ADU EIS  
**Date:** Wednesday, May 23, 2018 3:58:25 PM

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Thank you for performing this detailed study of ADUs in Seattle. I am excited about the prospect of removing parking and owner occupancy requirements. These will do a lot of good to achieve Seattle's climate and housing goals. As the city council recently recognized, there is a very detrimental environmental impact to building more parking. Additionally, the environmental benefit of allowing people to be able to afford to live close to their workplace (especially if within walking or biking distance) should not be understated.

1

Although I find this to be an adequate environmental review to inform the policy decisions at hand, I strongly prefer "option 2," and wish that the city would have investigated ways to even further encourage construction of ADUs.

2

My 1947 house was build with an ADU in the basement. I wish it were legal to build more today.

3

Sincerely,

Liam Bradshaw  
near 35th ave NE and NE 75th St, seattle, 98115

**From:** [Kal Brauner](#)  
**To:** [ADUEIS; Durkan, Jenny; Bagshaw, Sally](#)  
**Cc:** [Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jessica; Sparrman, Goran](#)  
**Subject:** Comments on the Accessory Dwelling Units (ADU) Draft Environmental Impact Statement (EIS)  
**Date:** Friday, June 22, 2018 3:44:39 PM  
**Attachments:** [KGB-comments on ADU DEIS.pdf](#)

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Date:

22 June 2018

To:

Aly Pennucci, City Council Central Staff  
Mayor Jenny Durkan, City of Seattle Mayor  
Sally Bagshaw, Seattle City Council

From:

Kalman Brauner, Queen Anne Hill resident and property owner (2603 Queen Anne Ave. N., Seattle, WA 98109, 206-282-2927)

Re:

Comments on the Accessory Dwelling Units (ADU) Draft Environmental Impact Statement (EIS)

Having lived in Seattle on Queen Anne Hill for about 40 years and in Rainier Valley and Beacon for 10 years prior to that, I am familiar with Seattle and used to love it - until perhaps a dozen years ago. My affection for the city is now much diminished due to many issues. Among them are: crime, traffic, drugs, litter, increasing lack of civility, lack of attention to park maintenance, lack of attention to infrastructure maintenance, and increased urbanization. My urbanization concerns are reflected very well in what has become of the Ballard community. God help Ballard. It is pathetic to behold. ☹ I feel that it is essential that the single-family home character of those neighborhoods that still possess that character be preserved.

The parts of the draft EIS that I am particularly concerned about and feel that the City must address in any final EIS follow. I am concerned that the current DEIS:

- Ignores the differentiation and uniqueness of every Seattle neighborhood
- Uses a one-size-fits-all, top-down policy changes without adequate comprehensive public input
- Eliminates owner-occupancy requirements
- Removes off-street parking requirements

I elaborate on each of the above four issues below.

DEIS issue: It ignores the differentiation and uniqueness of every Seattle neighborhood and

| 1

DEIS issue: It uses a one-size-fits-all, top-down policy changes without adequate comprehensive public input

The DEIS ignores is the fact that Seattle is made up of over 30 distinct neighborhoods. The DEIS does not consider the unique qualities, issues, opportunities, and significant diversity of those neighborhoods. This renders the DEIS inadequate. For example, Queen Anne Hill is made up of many older homes on smaller lots with narrow streets - many with steep hills. Queen Anne is consequently much different than Magnolia or the Northgate area. Each has different problems and different solutions.

2

DEIS issue: It eliminates owner-occupancy requirements

A number of homeowners have chosen to provide short term rentals for vacation people. Currently most such homes still have owners living on site. However, with the removal of the owner occupancy requirement, there is likely to be gentrification of vulnerable neighborhoods due to speculation. The ownership issue was completely overlooked and ignored as a potential environmental impact.

3

DEIS issue: It removes off-street parking requirements

Off-street parking is an issue about which insufficient attention is paid in the DEIS. The City Council and City staff seem to think that if we make parking and driving more difficult, residents will get rid of their cars. That is not happening now and will not happen in the future. A city-wide comprehensive neighborhood-by-neighborhood approach is necessary to evaluate specific environmental impacts. For instance, the DEIS does not analyze parking and circulation impacts of ADU development on sites and neighborhoods with narrow streets or differentiate between neighborhoods. Currently, because of the closeness of some neighborhoods (e.g., Queen Anne) to employment centers in Seattle and to transit opportunities, a number of people drive into those neighborhoods and park for the day in order to take transit. Such behavior has not been evaluated for impacts and it should be. Also, parking problems are exacerbated as the number of VRBO and Airbnb units continually increase in the City ... and in my Queen Anne neighborhood,

4

It is my understanding that the submittal of the Queen Anne Community Council addresses many of these issues. I fully support their point of view.

According to the draft EIS, the following actions would have no adverse impacts and therefore require no mitigation. I disagree with each of these points in the draft EIS.

5

- Allow an ADU and DADU (backyard cottage) on the same lot

- Reduce the minimum lot size for ADU/DADU's
- Increase the maximum height limit for DADU's (backyard cottages)
- Increase the rear yard lot coverage limit
- Increase maximum gross square footage limits
- Add flexibility for location of entry to a DADU (backyard cottage)
- Increase heights of roof features that add interior space in DADU's
- Allow for projections from DADU's (backyard cottages)
- Increase opportunities for accessory structures in required yards

5

It is my understanding that the submittal of the Queen Anne Community Council addresses many of these issues. I fully support their point of view.

Finally I support the suggestion by the Queen Anne Community Council that a nuanced and complete, study and comparison be made of each neighborhood in order to clearly understand and define specific and unique opportunities. The FEIS should consider and differentiate each of the elements below among neighborhoods:

- A. Consider the age of the infrastructure, utilities, and the actual capacities necessary for increased densities.
- B. Consider the existing open space, tree canopy, available parks, and likelihood of diminished livability.
- C. Consider the average lot size, age of the plat, and the ability for the neighborhood to absorb greater lot coverage and associated parking and circulation impacts of each alternative.
- D. Consider the lot size and location in determining the impacts associated with allowing 12 unrelated people to reside on one property. Prove that there are no differential impacts between doing so on a 10,000 sq ft lot vs. a 3,200 sq ft lot.
- E. Consider the significant impacts from rising property values as properties get up-zoned and create a climate of displacement.
- F. Consider the socioeconomic differences between neighborhoods and identify those most vulnerable to conversion, speculation, gentrification and displacement.
- G. Consider the differentiation in topography and infrastructure investment and analyze the specific issues surrounding each.
- H. Consider the challenges throughout the city to provide reliable transit service everywhere and identify the inequity of opportunity and existing infrastructure between neighborhoods.

6

cc:

Nick Welch, Senior Planner - Office of Planning and Development  
Mike O'Brien, Seattle City Council  
Bruce Harrell, President - Seattle City Council

Teresa Mosqueda, Seattle City Council  
M. Lorena Gonzales, Seattle City Council  
Lisa Herbold, Seattle City Council  
Rob Johnson, Seattle City Council  
Debra Juarez, Seattle City Council  
Kshama Sawant, Seattle City Council  
Ketil Freeman, City Council Central Staff  
Geoff Wentlandt, Senior Planner - Office of Planning and Development  
Nathan Torgelson, Director - Seattle Department of Construction and Inspections  
Andres Mantilla, Director - Department of Neighborhoods  
Jesseca Brand, Department of Neighborhoods,  
Goran Sparrman, Interim Director - Seattle Department of Transportation

**From:** [Brooke Brod](#)  
**To:** [O'Brien, Mike](#); [Johnson, Rob](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [ADUEIS](#)  
**Subject:** Comments on Draft EIS for ADUs/DADUs  
**Date:** Monday, June 25, 2018 4:21:56 PM

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June 25, 2018

Dear Councilmembers & City Staffers,

I am writing in regards to the Draft Environmental Impact Statement on changing the zoning rules for Accessory Dwelling Units. This is an issue that hits home for me on a few levels. Firstly, when I moved back home to Seattle in 2008 I needed to find a place to live quickly and I needed something very affordable since my salary at the time was significantly below the Washington state median income. Luckily I had a close family friend who had a basement apartment that I could rent at an extremely affordable rate.

I now own this home and one of the reasons I am able to afford the mortgage payment and save up for repairs is because I can earn a little extra income renting out that same basement flat. I am also now having to think about making room for my stepfather. The home he and my mother have rented for over 20 years is being sold and will soon be redeveloped. Knowing that I have room for my relative means the pressure of finding something affordable for an aging parent, who will soon retire is a huge relief.

So when the Draft EIS shows how ADUs increase affordable housing options and reduces the displacement of vulnerable populations this is something that I have some personal experience with.

I do believe that we need to tackle our housing affordability crisis on multiple fronts and increasing infill development through building backyard cottages and basement apartments is a critical solution. I hope that in the end, we will choose policies that help us maximize the number of these types of units we end up building.

In order to make the strongest case possible for this type of needed development I do hope the Final EIS will consider addressing the following points:

- In section 4, page 27 the draft EIS notes that as of fall 2017 the median rent for an ADU listed on Craigslist was \$1400, that is considerably lower than the \$1995 median rent for a one-bedroom that [Zillow](#) reported in April of this year. I think the EIS can do a much clearer job of demonstrating exactly how ADUs contribute to affordability in our city.
- I think it would also be helpful for the city to try and get a more accurate count of the existing ADUs and DADUs. I know that I am not alone in having a basement apartment that was constructed before certain permitting requirements.
- I would also like the final EIS to more explicitly dive into how lack of housing options within Seattle city limits impacts our region. When people are displaced or can't find an affordable option in the city, where are they going and what is that doing to affordability, commute times, congestion, etc.

Thank you to city staffers for all the work that has gone into this EIS so far and for the many

opportunities you have provided to both learn about the proposal and comment on it.

Sincerely,  
Brooke Brod  
98105

**From:** [Suzanne Cali](#)  
**To:** [ADUEIS](#); [Durkan, Jenny](#); [O'Brien, Mike](#); [Welch, Nicolas](#); [Pennucci, Aly](#); [katil.freeman@seattle.gov](#); [geoffrey.wentland@seattle.gov](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [jessica.brand@seattle.gov](#); [Sparman, Goran](#)  
**Subject:** ADU-DEIS (HE File # W-16-004)  
**Date:** Saturday, June 23, 2018 2:59:56 PM

---

I am writing in support of the Queen Anne Community Council's comments regarding the environmental impacts associated with 'up-zoning' every single-family neighborhood city-wide.

1

The City Council/city government penchant to dismantle our city neighborhoods has a distinctly anti-community feel to it.

I would like to comment, though, on the 'environmental' piece as found in the title: EIS. If the density packaging in the proposed 'up-zoning' were to happen, we in Seattle will lose so much tree canopy, so many mature trees.....this at a time of global warming, the warming of our Pacific ocean, the heavier rainfalls.....to be so ecologically irresponsible at this time in our growing understanding of the role the human footprint has on our environment is reprehensible. We laud the efforts of bike lanes, but ignore the vital role of our trees in cleaning our atmosphere.

2

Please expand your vision and support our communities and their settings.

Suzanne Cali  
1523 4th Avenue North  
Seattle 98109  
[caliknit@msn.com](mailto:caliknit@msn.com)

**From:** [Julie Campbell](#)  
**To:** [ADUEIS](#)  
**Subject:** EIS COMMENTS  
**Date:** Monday, June 25, 2018 1:24:36 PM

---

Dear Ms Pennucci et al,

We are a small architectural firm specializing in custom residential design, and have designed a good number of D/ADU projects over the last few years. I am also very active within a Residential Practitioner Committee (SPARC) within the Seattle AIA, and have engaged in the many robust discussions we've had about proposed new D/ADU regulations. In every conversation, we all agree that the consistent primary obstacle to getting a DADU built is the overall COST....not parking requirements, or size restrictions, or anything else. The cost of an 800sf DADU to a private home-owner is often a show-stopper.

With this in mind, I and most of my colleagues feel very strongly about maintaining some kind of owner-occupancy requirement. We don't agree with the EIS-stated premise that developers won't be interested in speculative developing on SF lots. Developers may in fact be the ONLY ones with the incentive and financial means to develop 3 units on a SF lot.

Therefore, I urge you to carefully consider major changes to D/ADU regulations so they don't destroy the very fabric and desirable qualities of these neighbourhoods: space & access to sunlight, tree canopy, and yards with some degree of privacy.

Reviewing the 3 options in the EIS draft, I think Alternative 3 comes much closer to a feasible proposal. A few other comments:

- Maximum gross floor area: I absolutely agree with including garage and storage areas in this calculation.
- Maximum floor area ratio (FAR): This is an interesting suggestion aimed at limiting the current zeal for and size of "McMansions" replacing modest older homes. However I wonder if there may be more effective/additional methodologies, ie creating a lot coverage bonus for D/ADU applicants, which could actually incentivize the building of ADU units.

Last, I would like to voice my support for Marty Kaplan & the Queen Anne Community Council's response to the EIS Draft. Although I am generally comfortable with the options presented in Alternate 3, I also agree with Mr. Kaplan's assertion that the findings of the EIS were not researched in a manner that truly addressed what may be significant environmental impacts.

Thank you for the opportunity to state my opinions.

Sincerely,  
Julia Campbell

1

2

3

4

5



**Julie Campbell, AIA**

CTA Design Builders, Inc.

Architecture & Interiors

Ofc: 206-286-1692

Fx: 206-545-6802

[www.ctabuilds.com](http://www.ctabuilds.com)



**From:** [Julie Campbell](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: EIS COMMENTS  
**Date:** Monday, June 25, 2018 7:52:38 PM  
**Attachments:** [2018-06-25 - ADU DEIS - DDM comments.xlsx](#)

---

Dear Ms Pennucci,

One more comment to add to my earlier email:

I didn't find any mention in the Draft EIS regarding use of D/ADUs for short-term rentals (ie Air BnBs). Given that main goal of increasing numbers of D/ADUs is to provide more long-term housing/rental stock, there should be some kind of regulatory language limiting short-term rentals on these structures.

1

Thank you!



**Julie Campbell, AIA**  
CTA Design Builders, Inc.  
Architecture & Interiors  
Ofc: 206-286-1692  
Fx: 206-545-6802  
[www.ctabuilds.com](http://www.ctabuilds.com)

---

**From:** Julie Campbell  
**Sent:** Monday, June 25, 2018 1:24 PM  
**To:** 'adueis@seattle.gov' <[adueis@seattle.gov](mailto:adueis@seattle.gov)>  
**Subject:** EIS COMMENTS

Dear Ms Pennucci et al,

We are a small architectural firm specializing in custom residential design, and have designed a good number of D/ADU projects over the last few years. I am also very active within a Residential Practitioner Committee (SPARC) within the Seattle AIA, and have engaged in the many robust discussions we've had about proposed new D/ADU regulations. In every conversation, we all agree that the consistent primary obstacle to getting a DADU built is the overall COST....not parking requirements, or size restrictions, or anything else. The cost of an 800sf DADU to a private homeowner is often a show-stopper.

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destroy the very fabric and desirable qualities of these neighbourhoods: space & access to sunlight, tree canopy, and yards with some degree of privacy.

Reviewing the 3 options in the EIS draft, I think Alternative 3 comes much closer to a feasible proposal. A few other comments:

- Maximum gross floor area: I absolutely agree with including garage and storage areas in this calculation.
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Last, I would like to voice my support for Marty Kaplan & the Queen Anne Community Council’s response to the EIS Draft. Although I am generally comfortable with the options presented in Alternate 3, I also agree with Mr. Kaplan’s assertion that the findings of the EIS were not researched in a manner that truly addressed what may be significant environmental impacts.

Thank you for the opportunity to state my opinions.

Sincerely,  
Julia Campbell



**Julie Campbell, AIA**  
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Fx: 206-545-6802  
[www.ctabuilds.com](http://www.ctabuilds.com)



**From:** [Amy Carlson](#)  
**To:** [ADUEIS; Durkan, Jenny; Bagshaw, Sally](#)  
**Cc:** [Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jessica; Sparrman, Goran](#)  
**Subject:** Comments on the draft eis on ADU's  
**Date:** Friday, June 22, 2018 1:58:38 PM  
**Attachments:** [comments on DEIS on ADU.docx](#)

---

Below are my comments. I have also attached a copy of my comments to this email.

Date: 22 June, 2018

To: Aly Pennucci, City Council Central Staff  
Mayor Jenny Durkan, City of Seattle Mayor  
Sally Bagshaw, Seattle City Council

Re: Draft EIS on Accessory Dwelling Units (ADU) Code Changes

From: Amy D. Carlson, Queen Anne resident and property owner (2603 Queen Anne Ave. N Seattle, WA 98109)  
The proposed draft EIS on ADU seeks to overturn many code restrictions from the 2005-2006 study conducted by the Seattle Planning Commission (SPC), City Council, and Mayor, and experts and was determined to be critical in respecting, protecting and preserving single-family neighborhoods and the rights of property owners while offering opportunities to increase density.

This DEIS fails to address and study the environmental impacts and resultant outcomes of the proposed changes to the code and propose mitigations. Seattle is made up of many distinct and separate neighborhoods. In the past neighborhoods had Community Councils that could speak for each of the distinct neighborhoods, but they no longer exist and the City does not appear to recognize that the Seattle is not one neighborhood but is made of many different neighborhoods that have unique issues, concerns and problems. Unfortunately the city has chosen to deal with issues in the city as a whole and not address individual issues of the neighborhoods. Please make sure that in the final EIS, it is recognized that Seattle is made up of many unique neighborhoods with separate issues that need to be addressed and impacts evaluated individually.

I am a long time resident of Seattle: first living in upper Fremont and then moving to upper Queen Anne. I am 72 years old, love my neighborhood and always expected to be carried out of my home feet first. That expectation is changing with the various decisions that the City Council and City Staff are proposing to make. It feels like they want to destroy my neighborhood. There seems to be no place for old people, old homes, and old trees in Seattle. Many of my friends have moved out of Seattle because they were concerned about the "Ballardization of Seattle". Queen Anne is not similar to Ballard, or Ravenna, or the University District or any of the other distinct neighborhoods and therefore should be evaluated separately.

As a resident of Queen Anne, the parts of the draft EIS that I am particularly concerned about and feel that the City must address in any final document are the following.

- Ignoring the differentiation and uniqueness of every Seattle neighborhood
- One-size-fits-all top-down policy change without adequate comprehensive public input
- Elimination of the owner-occupancy requirement
- Removal of the off-street parking requirements

It is my understanding that the Queen Anne Community Council is addressing these issues and I ask that their concerns be addressed along with mine. I elaborate on each of the above four issues below.

Ignoring the differentiation and uniqueness of every Seattle neighborhood  
One-size-fits-all top-down policy change without adequate comprehensive public input

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The issue that the city continues to ignore the fact that Seattle is made up of over 30 distinct neighborhoods and does not consider the unique qualities, issues, opportunities, and significant diversity of those neighborhoods renders this DEIS inadequate.

Queen Anne is made up of many older homes on smaller lots with narrow streets. We used to be a neighborhood that had reasonable priced homes, made up of residents of all ages, on a land mass that is relatively hilly with many narrow streets. We have a number of multi-family accommodations as well as a number of single family residences. Queen Anne residents have a rich history that is different from other neighborhoods and that is one reason that I chose to buy a home and live here. However, it is becoming more difficult to maintain the diversity that we currently have as many of us are being priced out of our homes.

1

#### Elimination of the owner-occupancy requirement

Currently, a number of homeowners have chosen to provide short term rentals for vacation people.

Currently most such homes still have owners living on site. However, with the removal of owner occupied properties, there is a concern of gentrification of vulnerable neighborhoods due to anticipated rampant speculation.

2

The ownership issue was completely overlooked and ignored as a potential environmental impact.

I see the elimination of the owner-occupancy requirement as a serious issue as I am concerned about the safety and livability of my neighborhood. I am a block watch captain, so this is an issue that especially concerns me.

#### Removal of the off-street parking requirements

Off-street parking is an issue about which insufficient attention is paid in the DEIS.

The City Council and City Staff seem to think that if we make parking and driving more difficult, residents will get rid of their cars. That is not happening now and will not happen in the future. A city-wide comprehensive neighborhood-by-neighborhood approach is necessary to evaluate specific environmental impacts. For instance, the DEIS does not analyze parking and circulation impacts of ADU development on sites and neighborhoods with narrow streets or differentiate between neighborhoods. Currently, because of the closeness of some neighborhoods (e.g., Queen Anne) to employment centers in Seattle and transit opportunities, a number of people drive into those neighborhoods and park for the day to take transit. This has not been evaluated for impacts and should be. Also, parking problems are exacerbated as the number of VRBO and Airbnb units continually increase in the City ... and in my Queen Anne neighborhood,

3

According to the draft EIS the following actions would have no adverse impacts and therefore require no mitigation. I disagree with that premise of the Draft EIS.

- Allow an ADU and DADU (backyard cottage) on the same lot
- Reduce the minimum lot size for ADU/DADU's
- Increase the maximum height limit for DADU's (backyard cottages)
- Increase the rear yard lot coverage limit
- Increase maximum gross square footage limits
- Add flexibility for location of entry to a DADU (backyard cottage)
- Increase heights of roof features that add interior space in DADU's
- Allow for projections from DADU's (backyard cottages)
- Increase opportunities for accessory structures in required yards

4

My understanding is that the Queen Anne Community Council is addressing these other issues and I support their comments.

And finally I support the suggestion by the Queen Anne Community Council that a nuanced, complete, and truthful study and comparison of each neighborhood is needed in order to clearly understand and define specific and unique

opportunities. And that you consider and differentiate each of the elements below between neighborhoods:

- A. Consider the age of the infrastructure, utilities, and the actual capacities necessary for increased densities.
- B. Consider the existing open space, tree canopy, available parks, and likelihood of diminished livability.
- C. Consider the average lot size, age of the plat, and the ability for the neighborhood to absorb greater lot coverage and associated parking and circulation impacts of each alternative.
- D. Consider the lot size and location in determining the impacts associated with allowing 12 unrelated people to reside on one property. Prove that there are no differential impacts between doing so on a 10,000 sq ft lot vs. a 3,200 sq ft lot.
- E. Consider the significant impacts from rising property values as properties get up-zoned and create a climate of displacement.
- F. Consider the socioeconomic differences between neighborhoods and identify those most vulnerable to conversion, speculation, gentrification and displacement.
- G. Consider the differentiation in topography and infrastructure investment and analyze the specific issues surrounding each.
- H. Consider the challenges throughout the city to provide reliable transit service everywhere and identify the inequity of opportunity and existing infrastructure between neighborhoods.

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cc:

Mayor Jenny Durkan, City of Seattle Mayor  
Nick Welch, Senior Planner - Office of Planning and Development  
Mike O'Brien, Seattle City Council  
Bruce Harrell, President - Seattle City Council  
Teresa Mosqueda, Seattle City Council  
M. Lorena Gonzales, Seattle City Council  
Lisa Herbold, Seattle City Council  
Rob Johnson, Seattle City Council  
Debra Juarez, Seattle City Council  
Kshama Sawant, Seattle City Council  
Ketil Freeman, City Council Central Staff  
Geoff Wentlandt, Senior Planner - Office of Planning and Development  
Nathan Torgelson, Director - Seattle Department of Construction and Inspections  
Andres Mantilla, Director - Department of Neighborhoods  
Jesseca Brand, Department of Neighborhoods,  
Goran Sparrman, Interim Director - Seattle Department of Transportat

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**From:** [Ronald Chase](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments on Draft ADUEIS  
**Date:** Wednesday, June 13, 2018 4:47:38 PM

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Please include these comments in the responses to the draft EIS

From the EIS: The form of existing development varies widely across single-family zones in Seattle; therefore, **a comprehensive summary is not possible** [*emphasis added*]. However, because the proposed Land Use Code changes would affect infill development in already developed neighborhoods, documenting common built form conditions provides a baseline for analyzing the aesthetic

impacts of each alternative. *p.4-66 Aesthetics Section 4.3.1 Current Urban Forms*

**Comment: A comprehensive summary is not possible because throughout the 84 square miles of the city, the single family zones in Seattle differ greatly in their dispersion, age, topography, density, average lot size, architecture, and amenities, making the EIS unavoidably inadequate. Saying that common built forms provide a baseline does not make it so. The proposal to rezone nearly half of the city at once is gross overreach by city government, and an unfortunate example of extreme shortsightedness.**

1

From the EIS: Overall, the 390 additional DADUs constructed in Alternative 2 compared to Alternative 1 (No Action) could have a small impact on tree canopy and vegetation. In the context of the 135,000 lots in Seattle's single-family zones, impacts from 390 additional DADUs would likely be minor overall. *p4-53 Land Use Tree Canopy and Vegetation*

**Comment: This is misleading in that the impact of tree canopy and vegetation removal is most profound where it occurs, not in the context of the entire city. It is quite possible that under this proposal several contiguous lots in a neighborhood block could lose significant aesthetic appeal, environmental benefits and economic value from canopy and vegetation loss, especially but not exclusively under option 2, which permits absentee ownership.**

2

From the EIS: We did not consider the following proposed Land Use Code changes in our analysis of aesthetic impacts because they do not affect the aesthetic character

of the study area: **owner-occupancy requirements**, household size, MHA requirements, and predevelopment costs. **No alternative contemplates a change to the overall lot coverage limit; therefore, we did not discuss it in this analysis.** [Emphasis added] p.4-73 Aesthetics. Section 4-3-2 Impacts

**Comment on owner-occupancy:** As was noted in the Queen Anne Community Council's successful appeal of the city's original proposal, the Option 2 provision that does not require owner occupancy enables conversion of a single family asset property into income property. Outside investment interests would have a significant interest in the property for investment purposes, which constitutes a fundamental change in land use. Such a change in land use would likely have an aesthetic impact, given that such properties become essentially triplexes in what were a single family zoned areas, with the owner being more concerned with return on investment than quality of life and aesthetics.

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**Comment on change in overall lot coverage limit:** The formula used for lots of less than 5000 square feet is 15% of lot size plus 1000 sq. ft. Current regulations prohibit DADUs on lots of less than 4000 sq. ft. This means that for a lot of 4000 sq. ft., the lot coverage limit is 40%. The proposal's options 2 and 3 would permit DADUs on lots as small as 3200 sq. ft. Applying the formula for lot coverage limit to a 3200 sq. ft. lot would mean 46.25% lot coverage, exceeding the 40% limit. This is clearly a change and argues for maintaining the prohibition of DADUs on lots smaller than 4000 sq. ft. Placing a DADU on a small lot also is more likely to result in tree canopy and vegetation removal, given that there would be less choice about where to place the DADU than there would be on a larger lot.

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From the EIS: To understand the affected environment related to parking, and to inform the analysis of potential impacts from the proposed changes to the Land Use Code we selected four study locations that provide a representative sample of neighborhoods where ADUs could be constructed. **(See Appendix B for more details on the study locations [emphasis added].)** We identified these four study locations by their general geographic location in the city:northeast, northwest, southeast, and southwest. p. 4-124 *Parking and Transportation Parking Analysis Area Seciton 4.4.*

**Comment:** The parking study deals in averages in four large areas of the city's single family zoned areas....NE, NW, SE, and SW. The problem with this methodology is that the available parking spaces are unlikely to be evenly distributed. Available spaces in the North Beach neighborhood are of no use to a resident of the Greenwood neighborhood. Additionally, Appendix B was concerned solely with Columbia City, and contained nothing about the four study locations. This may be a result of the undue rush to put together this draft EIS.

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From the EIS: Currently, about two percent of Seattle's roughly 135,000 lots in single-family zones have an ADU. Since their legalization citywide in 2010, about 579

DADUs have been constructed or permitted. p.1-2 Summary Proposed Objective 1.2

**Comment:** This is misleading. As noted in the Queen Anne Community Council appeal decision (W-16-004) due to lot size, environmental constraints, shoreline area restrictions and lot coverage limitations, of the 135,000 lots mentioned, 75,000 would be available for the construction of a DADU. If the lot size restriction was reduced to 3200 square feet, about 7000 more lots would qualify, for a total of 82,000.

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From the EIS: The objectives of this proposal are to:

- Remove regulatory barriers to make it easier for property owners to

permit and build AADUs and DADUs

- Increase the number and variety of housing choices in single-family

zones

*p. 1-3 Summary Proposed Objective 1.2*

**Comment:** The regulations existing under Option 1 are the result of compromises made in 1994 and again in 2010, when the provision for DADUs was added. Given that nearly 600 DADUs have been constructed or permitted since 2010, it seems unlikely that regulatory barriers are keeping otherwise eager homeowners from proceeding. More likely impediments are the natural desire of homeowners to enjoy their property and neighborhood as it exists, and the considerable cost involved in constructing a building of any size that would include a bathroom, bedroom, and a kitchen, even a rudimentary one.

Unaddressed in the draft EIS is the likelihood that AADUs will be used for short term rentals, as has happened with some of the city's newly constructed apartments.

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The Draft EIS Overall

**Comment:** Option 1 has worked well. When the city introduced its original proposal to rezone every single family neighborhood, a stated objective was to create affordable housing. During the appeal of that proposal by the Queen Anne Community Council, the testimony of expert witnesses (including one who testified on behalf of the city), led to a consensus that the proposal would have little or no affect on affordability, and indeed would likely result in increased displacement in affordable existing housing. Given this, the city switched its rationale to non-existent regulatory barriers (lot size limitation is a regulatory barrier, but a very sensible one) and what sounds like pure pap (*increase the number and variety of housing choices in single family zones*) but which may signal the real intent of this proposal...to convert Seattle into a city of condominium and apartment dwellers. Over time, this would fundamentally

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change the quality of life in Seattle, with residents less invested in the well-being of the city.

Of particular concern in proposals 2 and 3 are the provision in number 2 to allow absentee landlords to own multi-family properties, the provision in number 2 to allow up to 12 unrelated individuals to live on one property, and the provision to reduce to below 4000 sq. ft. the size of a lot on which a DADU is permitted to be built. These proposals seem to be deliberately designed to significantly affect in a negative way the quality of life in family neighborhoods.

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Thank you for your time and consideration

Ron Chase

**From:** [Mary Pat DiLeva](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments on ADU EIS  
**Date:** Monday, June 25, 2018 10:34:01 PM

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The Cherry Hill Community Council is in full agreement with the ADU EIS comments that were submitted by the Queen Anne Community Council.

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Sincerely,  
Mary Pat DiLeva  
Co-Chair  
Cherry Hill Community Council

*Give me your tired, your poor, your huddled masses yearning to breathe free, the wretched refuse of your teeming shore. Send these, the homeless, tempest-tost to me, I lift my lamp beside the golden door! Statue of Liberty*

**From:** [Thor Christensen](#)  
**To:** [ADUEIS](#)  
**Subject:** Comment - ADU Draft Environmental Impact Statement  
**Date:** Thursday, May 10, 2018 6:10:04 PM

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One issue that is not discussed in the draft EIS is the impact of requiring the owner to live in one of the units on obtaining bank financing. Because many people building an ADU or DADU would need to take out a construction loan I believe this is a significant issue that should be addressed in the final EIS, as reduced ability to obtain a construction loan means fewer ADU's.

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Sightline has a good discussion of that issue here:  
<http://www.sightline.org/2013/03/15/adus-and-donts/>

### Must the Property Owner Live on the Site?

Another poison pill that many localities drop into their ADU rules is a requirement of owner occupancy: property owners must live on ADU sites, either in the primary or secondary unit. This rule gives bankers the jitters, which prevents many homeowners from securing home loans to finance the ADU construction. Owner occupancy sharply limits the [value appraisers can assign to a house and ADU](#) and makes the property less valuable as loan collateral. If a bank forecloses on a house and suite covered by an owner-occupancy rule, it cannot rent out both units.

Thor Christensen

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**From:** ADUEIS <ADUEIS@seattle.gov>  
**Sent:** Thursday, May 10, 2018 8:25 AM  
**Subject:** ADU Draft Environmental Impact Statement Now Available

Good morning,

Thank you for your ongoing interest in policies for accessory dwelling units (ADUs)\* in Seattle. Today we announced the release and public comment period for the [ADU Draft Environmental Impact Statement \(EIS\)](#). We invite you to review and comment on this Draft EIS, which examines potential environmental impacts of proposed Land Use Code changes related to ADUs in single-family zones.

The public comment period for this Draft EIS extends through **June 25, 2018**. You can learn more about this proposal and provide feedback at [seattle.gov/council/ADU-EIS](http://seattle.gov/council/ADU-EIS). Following the Draft EIS comment period, we will prepare a Final EIS that includes responses to all substantive Draft EIS comments that address the environmental analysis. Comments on the Draft EIS stimulate discussion about how to change or modify the proposal to further protect

the environment.

**You can comment in several ways:**

- Via the [online comment form](#)
- Via e-mail to [ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov)
- In writing to: Aly Pennucci, PO Box 34025 Seattle, WA 98124-4025
- In person at the Draft EIS Hearing and Open House on **Thursday, May 31, 2018**  
Hearing location: Seattle City Hall, 600 4th Ave, Bertha Knight Landes room  
The open house will begin at 5:30 p.m. and the public hearing will begin at 6:30 p.m.

Thanks again for participating in our effort to encourage more small-scale housing options in Seattle's neighborhoods. For more information about the EIS, visit [seattle.gov/council/ADU-EIS](http://seattle.gov/council/ADU-EIS).

*\* ADUs include backyard cottages, known as detached accessory dwelling units (DADUs), and in-law apartments, known as attached accessory dwelling units (AADUs)*

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Aly Pennucci, Legislative Analyst, Council Central Staff  
Nick Welch, Senior Planner, Office of Planning and Community Development

**From:** [Barbara Clabots](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU comments  
**Date:** Friday, June 15, 2018 5:31:47 AM

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Hello,

I'd like to express my support for Seattle decreasing the costs and red tape for homeowners to build ADUs and DADUs. There should not be any parking requirements to build these, and if we agree to rent them, we should be incentivized to build them and not have thousands of dollars in fees. As a new homeowner in Seattle with a very large back yard, I would like to be able to build ADUs that would allow me to provide affordable housing for family and friends who are having an especially hard time paying rent while they are in school, when they have been ill, and as they age. I accept increased density in my neighborhoods and would prefer more ADUs over luxury high rises.

Thank you,  
Barbara Clabots

Sent from my iPhone

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**From:** [Karen Clark](#)  
**To:** [ADUEIS](#); [Durkan, Jenny](#); [Welch, Nicolas](#); [O'Brien, Mike](#); [Harrell, Bruce](#); [Bagshaw, Sally](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [Johnson, Rob](#); [Juarez, Debora](#); [Sawant, Kshama](#); [Pennucci, Aly](#); [Freeman, Ketil](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [Brand, Jesseca](#); [Sparman, Goran](#)  
**Subject:** City of Seattle proposed ADU DEIS  
**Date:** Monday, June 25, 2018 2:45:41 PM

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In a few words, one size does not fit all.

As a taxpaying home owner/resident of Seattle since 1971, I beseech you to honor the issues raised by my QUEEN ANNE COMMUNITY COUNCIL LAND USE REVIEW COMMITTEE in their letter dated JUNE 14, 2018 regarding ADU DEIS (issued May 10, 2018).

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We are not NIMBYS. We ask that the Seattle City Council respect our neighborhood character as well as our long history of supporting tax initiatives when we are included in the neighborhood planning process, and, our creativity in designing fair, common-sense solutions to the myriad issues Seattle must address.

I suggest the following:

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- A) Convene the neighborhood District Councils our former mayor abolished;
- B) Divide the # and types of housing units by neighborhoods, give credit to those that already carry most of the density, and let us residents search the nooks and crannies of our area for affordable/ lo-income units/sites. We live here at ground level (not on the downtown 10th floor) thus we have some inside info.
- C) Research how other cities have managed VRBO, Airbnb, and foreign property purchases for speculation that have replaced our fair housing.
- D) Require developers to actually INCLUDE 25% lo-income/affordable housing in their buildings instead of paying money to build somewhere else. This will give us financially integrated public school populations as well as allowing our teachers, firefighters, and police to afford to live in city!
- E) Require off street parking again so are streets have enough lanes for public transit, our cars, and bicycles.

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PLEASE start thinking out of the box, use your imagination and follow the example of our forefathers who made Lake Washington into a clean lake, built the Ballard Locks, started Microsoft in a garage, gave us the present Amazon tax base and, most important, bequeathed his name to our still beautiful evolving city.

Do the right thing and thank you for your attention, Karen Clark 1022 West Blaine Street, Seattle, Washington

**From:** [O'Brien, Mike](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: ADU EIS  
**Date:** Wednesday, June 27, 2018 2:09:47 PM

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**From:** jeffrey cook <jeffreydesigns@live.com>  
**Sent:** Friday, June 22, 2018 3:16 PM  
**To:** Johnson, Rob <Rob.Johnson@seattle.gov>; Harrell, Bruce <Bruce.Harrell@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Mosqueda, Teresa <Teresa.Mosqueda@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; Jenny.durkin@seattle.gov; Juarez, Debora <Debora.Juarez@seattle.gov>  
**Subject:** ADU EIS

Esteemed Mayor and Council~

The Queen Anne Community Council has written an excellent and thoughtful analysis of the Cities ADU EIS document, which I understand you are all in receipt of. Their logic is sound and reasonable on all fronts. I urge you all to please carefully consider their comments and not rush forward with the ill-conceived development plans regarding ADUs. As they wisely point out, additional research is needed to properly address the impacts on this citizens of Seattle, who, quite frankly, have suffered enough at this point from poor and rushed planning.

1

Thank you

Jeffrey Cook

Seattle

**From:** [V. Cooper](#)  
**To:** [ADUEIS](#)  
**Subject:** I oppose 3 units on single family lots  
**Date:** Friday, May 18, 2018 11:50:44 AM

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I live in Seattle with 2 kids. I know our city is growing and we need more affordable places for people to live, but re-zoning our entire city to accommodate such density is unwise and will have dire consequences for our existing infrastructure, particularly schools, which are already over-crowded. Thus I oppose this re-zoning to allow 3 units per lot. Grow slowly, grow wisely, and you will have a vibrant city for centuries to come.  
Valerie Cooper

[valerieljcooper@gmail.com](mailto:valerieljcooper@gmail.com)

1

**From:** [Sara Coulter](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU EIS Comment  
**Date:** Friday, June 15, 2018 10:36:01 AM

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Hello,

I would like to oppose the proposed changes to ADU rules, especially in Magnolia (zip 98199). These changes cannot be made without providing proper infrastructure first! Traffic getting in/out of Magnolia is already awful during rush hour. The bike lines added at the Emerson point have significantly slowed traffic. Now, the city plans to remove the Magnolia Bridge. Density cannot increase without infrastructure!

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In addition, these ADU changes conflict with other Seattle Government initiatives. For example, see here on preserving the tree canopy in Seattle: <http://www.seattle.gov/trees/canopycover.htm>. Cutting down backyard trees and replacing them with dwelling units directly conflicts with the goal of preserving/increasing Seattle's tree canopy.

2

Thank you,

Sara Coulter  
260-335-2576

**From:** [Aleksandra Culver](#)  
**To:** [ADUEIS](#)  
**Subject:** Accessory Dwelling Units  
**Date:** Monday, June 18, 2018 9:55:27 AM

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To whom it may concern:

Please support the most flexible options for increasing the number of new Accessory Dwelling Units.

I am concerned that Seattle is faced with a housing crisis, increasingly unaffordable housing, a long history of codified inequity through land use planning, and inaction on climate change.

1

The recent Draft EIS has concluded that the environmental impacts of reducing regulation of Accessory Dwelling Units are non-significant. The benefits of ADUs could be widespread, if we select options that maximize the production of this very adaptable and accessible form of dwelling.

I support more Accessory Dwelling Units and would like to see the final EIS recommend:

Elimination of the parking requirement for ADUs regardless of number. Providing parking is often expensive, unnecessary, and in many cases infeasible. This will prioritize vegetation and open area over vehicle storage.

2

Elimination of minimum lot size for ADUs. If you can put a house on it, you should also be able to create an ADU by right, within the same bulk restrictions allows by the zone. Fourteen percent of Seattle lots fall below the current lot size threshold and they are often in neighborhoods with the best access to transit, schools, parks and jobs, exactly where most people would like to live.

3

Striking the owner occupancy restriction. Owners of Seattle backyard cottages surveyed by OPCD stated the greatest barrier to creating a DADU was the owner occupancy requirement. Both Portland and Vancouver do not have owner occupancy requirements and have not experienced widespread problems with speculation while maintaining high percentages of owner occupancy without need for regulation. Finally, the underlying rationale that renters or landlords are not adequately invested in their communities is an outdated and classist prejudice, especially considering the majority of Seattleites are renters, there are very few new opportunities to own. Seattle's houses are filled with renters (27%) and Seattle's Single Family zones are filled with thousands of grandfathered lowrise multi-dwellings.

4

Freedom to choose best fit and type when creating accessory dwelling units. Allowing owners to make two accessory dwelling units either both as attached to the primary dwelling or one attached, one detached, or both in a detached structure, in front or to side of primary residence. Flexibility is key, as long as the overall form fits within the bulk of currently allowed Single Family Zoned structures.

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Incremental increases in size and height allowances and options for roof features such as dormers and green roofs. These cottages are still 10 feet shorter than what is allowed for the primary residence.

6

More allowable rear yard coverage. Having increased rear yard coverage allows additional flexibility in design, to preserve trees, yard space, or existing accessory structures.

Increasing the allowed gross floor area for detached accessory dwelling units for 1000 square feet and attached dwellings units to 1500 square feet. This small increase will lead to more two bedroom plus dwellings for the larger Seattle households. Separating non-livable space from the accessory dwelling unit's gross floor area calculation will increase the number of dwellings that can be constructed on top of or adjacent to existing garages by allowing for more flexibility on constrained sites. Requiring occupancy separation and separate entrance to living and storage spaces would reduce illegal conversions.

7

Reducing pre-development costs and streamlining permitting by dedicating specialized reviewers to ADU/ DADU projects. With three dedicated staff positions, DCI could reduce the turnaround on permit reviews to a matter of weeks rather than months. If the city pre-approved stock plans with a list of available zoning departures, such as 2

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extra feet of allowable height for sloping lots, residents who want to build an ADU have a clear and predictable pathway through permitting.

8

Studying how limiting new principal structures to .5 FAR can incentivize the creation of additional attached and detached accessory dwellings, and limit displacement/ demolition/ gentrification. Additional FAR bonuses for green building, specific site conditions such as alley and corners should also be a component of this study.

9

Do not apply Mandatory Housing Affordability. Many of the ADUs we have are used for family, or rented well below market. Adding a potentially five figure fee at their creation for affordable housing elsewhere would drastically reduce the ability of everyday people to make their own contribution to affordable housing on their own land.

10

Sincerely,  
Aleksandra

--  
Aleksandra Culver  
me@alekskulver.com

**From:** [DeForest, Stephen E.](#)  
**To:** [ADUEIS](#); [Bagshaw, Sally](#); [rob.johnson@seattle.gov](mailto:rob.johnson@seattle.gov); [O'Brien, Mike](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#)  
**Cc:** [Chu, Brian](#); [McLean, Alyson](#); [Strauss, Daniel](#); [DeForest, Stephen E.](#)  
**Subject:** Adequate EIS  
**Date:** Wednesday, June 20, 2018 10:12:32 AM

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Dear Ms. Aly Pennucci and the members of the Seattle City Council,

As a Magnolia resident for many years, I support the June 2018 recommendations by the Queen Anne Community Council requesting that a complete and adequate Environmental Impact Study Housing (EIS) be conducted, contrary to what is currently published in the proposed Accessory Dwelling Unit (ADU) Draft EIS. There is an inadequate assessment across all chapters, including socioeconomics, land use, aesthetics, parking and transportation and public services. Of special concern are the probable effects on the Magnolia neighborhoods of the elimination of owner occupancy, deletion of parking, and reduction of tree cover.

Please include in the Final Study the alternative supported by the Magnolia Community Council Land Use Committee that was signed by 87 Seattle residents and submitted to the City with the Scope EIS and the May 31, 2018 public comment meeting.

Sincerely,  
Stephen E. DeForest

This email contains information that may be confidential and/or privileged. If you are not the intended recipient, or the employee or agent authorized to receive for the intended recipient, you may not copy, disclose or use any contents in this email. If you have received this email in error, please immediately notify the sender at Fox Rothschild LLP by replying to this email and delete the original and reply emails. Thank you.

1

**From:** [Sharon Denison](#)  
**To:** [ADUEIS](#)  
**Cc:** \*  
**Subject:** There should be a limit on the number of units  
**Date:** Thursday, June 21, 2018 8:27:58 PM

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Think of the number and variety of trees and shrubs that will be removed to build a unit in everybody's back yard! What a huge loss for The Emerald City !! Our urban forest is of vital importance for a plethora of reasons. Limits might help. There could be unlimited allowance for attached or detached units which take no more land than the original footprint of the house. And the limit on new square footage being constructed could be set low, with urban biomass as a criteria.

I'll grant you that each person owns their own trees, but if everybody sells out for the money, then our Emerald City will be changed forever for the worse. Protect the city, consider the loss of urban forest in your plans.

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**From:** [O'Brien, Mike](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: DADUs  
**Date:** Wednesday, June 27, 2018 2:12:37 PM

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-----Original Message-----

From: Alicia Eyler <[aliciaahoffer@gmail.com](mailto:aliciaahoffer@gmail.com)>  
Sent: Monday, June 18, 2018 3:53 PM  
To: O'Brien, Mike <[Mike.O'Brien@seattle.gov](mailto:Mike.O'Brien@seattle.gov)>  
Subject: DADUs

Hello,

I wanted to write in and say that I support the proposed DADU legislation. I think it's option 2 that allows for the most density? Whichever will house the most people, that's what I like the best. The more density, the better.

Please continue to work on making Seattle housing more affordable for all.

Thanks,

Alicia

Sent from my iPhone

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**From:** [J.B. E...](#)  
**To:** [ADUEIS](#)  
**Subject:** Re: Letter of Comment Regarding ADU DEIS (issued May 10, 2018)  
**Date:** Friday, June 22, 2018 12:57:57 PM  
**Attachments:** [ADU Comments ADU DEIS Summary Final --Seattle 2035 Development Capacity Report Updating Seattle v2.docx](#)

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Hello,

Attached is document with my comments regarding the ADU DEIS (issued May 10, 2018). I have also entered this on the form at the city of Seattle website but in the reply noticed that all the formatting had been removed. I provide this as I believe it is easier to read. I completed the Demographic Survey so you that information.

Any questions let me know.

Jonathan Eytinge

mailto:ADUEIS@seattle.gov

Re: Letter of Comment Regarding ADU DEIS (issued May 10, 2018)

Greetings Ali Pennucci and Ketil Freeman

Thank you in advance for this opportunity to present comments upon the Draft EIS Released May 10, 2018. I appreciate the City completing this Draft EIS in conformance with the Hearing Examiner's Decision (HE File Number: W-16-004) addressing the appeal of the DNS (Declaration of Non-Significance).

I have resided in Seattle for over 35 years and am very familiar with the neighborhoods of: Capitol Hill, Ballard, Fremont, Uptown, Queen Anne Hill, First Hill, Green Lake, Eastlake, South Lake Union and Belltown. The findings and summaries presented in the DEIS are inconsistent with, and do not reflect, my observations and experiences.

To begin in a more general vein

Why are these Land use regulation changes being considered in light of:

"As part of the update to the Comprehensive Plan (Seattle 2035), DPD estimates development capacity on a citywide basis, by zoning category, and within urban centers, villages and manufacturing/ industrial centers (MICs). Seattle's development capacity analysis does not predict market demand, or how much or how quickly development will occur in coming years. The analysis only evaluates the supply that could eventually be produced. Based on **current zoning**, DPD estimates that the city has development capacity to add about **224,000 housing units and 232,000 jobs, a sufficient amount to accommodate the 70,000 households and 115,000 jobs the Countywide Planning Policies assign to Seattle for the next 20 years.** About 77% of the housing capacity and 78% of the jobs capacity are within an urban center, hub urban village or residential urban village. An additional 16% of the jobs capacity is within manufacturing and industrial centers. The Downtown Urban Center has the most development capacity for growth— over 33,000 housing units and 52,000 jobs." [Development Capacity Report Updating Seattle's Comprehensive Plan Updated September 2014 City of Seattle Department of Planning and Development September 2014]

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And

**Land Use Policy 7.12**

Emphasize measures that can increase housing choices for low-income individuals and families when considering changes to development standards in single-family areas.  
[ADU Draft EIS May 2018]

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#### 1.9 Benefits and Disadvantages of Delaying Implementation [ADU Draft EIS May 2018]

“SEPA requires that an EIS discuss the benefits and disadvantages of delaying implementation of a proposal (WAC 197-11-440(5)(c)(vii)). The urgency of implementing the proposal can be compared with any benefits of delay. The EIS should also consider the foreclosure of other options, or whether implementation of the proposal would preclude implementation of another proposal in the future. If this proposal were postponed, the beneficial impacts on housing affordability and reduced economic and physical displacement would be delayed. Minor localized land use, aesthetics and parking impacts would also be delayed. Implementation of this proposal would not preclude implementation of another proposal in the future.”

The statements in the DEIS in regards to affordability are:

“Under all alternatives, housing affordability and displacement in the study area would continue to be a concern” [ADU Draft EIS May 2018 4-26]

“Based on the results of the analysis, the proposed Land Use Code changes would have **marginal benefits on housing affordability**” [Exhibit 1-1 Summary of Approach, Impacts, and Mitigation [ADU Draft EIS May 2018]

In attempting to reconcile my observations and experiences with the findings and conclusions presented in the DEIS I searched the internet and talked to many acquaintances for as much input as possible. From this work I conclude that my experiences and observations are accurate. The findings and conclusions of the DEIS, which are mostly “No mitigation measures are proposed”, “No mitigation measures are required” and “No significant adverse impacts to ... are anticipated” result from a flawed study methodology that did not consider the unique and specific characteristics of the differences between the many neighborhoods that together comprise the City of Seattle . The areas selected for the study are not representative for the area that will be affected by the land use code changes that are being considered. Rather than an aggregation of meaningful data, this study has flattened the data by erroneously considering and characterizing Seattle as: homogeneous, flat, treeless, carless, with reliable mass transit easily available everywhere, modern infrastructure throughout the City, and undifferentiated culturally, economically, socially and ignores the reality that the neighborhoods are of different ages, uniqueness, size and character.

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“1.7 Summary of Impacts and Mitigation Exhibit 1-1 Summary of Approach, Impacts, and Mitigation”

HOUSING AND SOCIOECONOMICS

Mitigation n/a Based on the results of the analysis, the proposed Land Use Code changes would have marginal benefits on housing affordability and would not increase displacement impacts. Therefore, **no mitigation** measures are proposed. Exhibit 1-1

LAND USE

Mitigation n/a **No significant adverse impacts** to land use are anticipated; therefore, **no mitigation** measures are proposed.

AESTHETICS

Mitigation n/a **No significant adverse impacts** to aesthetics are anticipated; therefore, **no mitigation** measures are proposed.

PARKING AND TRANSPORTATION

Mitigation n/a The parking analysis did not identify potential significant adverse impacts. **No mitigation** measures are required. However, the City will continue to respond to changes to parking supply in specific areas that currently have or are projected to have high parking utilization. If issues arise, the City will rely upon use of regulations in the municipal code. **No mitigation for transportation impacts is under consideration.**

PUBLIC SERVICES AND UTILITIES

Mitigation n/a **No significant adverse impacts** are anticipated to public services and utilities; therefore, **no mitigation** measures are proposed.

With the many defects and flaws in the DEIS as presented I do not support making any changes to amend the City’s Land Use Code based upon this DEIS. When the defects have been cured, perhaps a review of the DEIS would warrant a change to the City’s Land Use Code.

I am especially concerned about the consequences, especially unintended consequences, of:

- Changes to the Owner-occupancy requirements Leave as is “An owner must occupy either the main house or the AADU/DADU for six months of the year”.
- Off-street parking requirements - Leave as is “One off-street parking space is required for an AADU or a DADU unless the lot is in an urban village”.

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- Minimum lot size – Leave as is 4,000 square feet. I would add that in the American cities specified and displaying a minimum lot size all were at least a minimum of 5,000 square feet ["Removing Barriers to Backyard Cottages DPD Report and Analysis October 2015"]

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Below are only a few of many specific weaknesses, defects, and flaws in the DEIS. (Much of this is from: *Letter from Queen Anne Community Council Land Use Review Committee Planning Committee, dated June 14, 2018, Re: Letter of Comment Regarding ADU DEIS (issued May 10, 2018). Respectfully submitted: Queen Anne Community Council, Land Use Review Committee Martin Henry Kaplan, AIA, Chair Queen Anne Community Council Ellen Monrad, Chair*)

The DEIS fails to adequately address the significant environmental impacts associated with the impacts included in Alternatives 1, 2, and 3. It finds without exception that there is not even one environmental impact to mitigate within the entire study. It fails to comprehensively and honestly analyze the impacts from rezoning of one-half the land area of the City of Seattle, up-zoning every single-family neighborhood into multi-family properties, and **completely fails to recognize and address the unique qualities, limitations, and opportunities within most of our over 30 neighborhoods**

The DEIS fails to recognize the uniqueness of each Seattle neighborhood and by doing so ignores the differentiations in each including: topography, access to reliable and accessible transit, property size, access to parking, street width and character, utility infrastructure challenges, tree canopy, among many others. Seattle is not a homogenous landscape. Rather it is collection of unique and special neighborhoods; that include: diverse interests, issues, and opportunities all deserving distinct and critical analysis, consultation and respect.

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“One immediately recognizes the clear effort to segregate neighborhoods in Seattle and study only those at the edges with much larger lots, much newer infrastructure, much wider streets, and more recently platted. In doing so, the City intentionally ignored one-half the single-family population and denser properties located more central to the inner-city that would obviously expose many more significant environmental impacts”

The parking impact study as required by the Hearing Examiner and completed within the DEIS fails to comprehensively and accurately review the true city-wide parking impacts, as it only reviewed 4 small areas within **newer neighborhoods** of the city on one night. **A city-wide comprehensive neighborhood by neighborhood approach is necessary to evaluate specific environmental impacts.** For instance, the DEIS does not analyze parking and circulation impacts of ADU development on sites and neighborhoods with narrow (yield) streets or differentiate between neighborhoods whatsoever.

Please consider how different this DEIS would look to Seattleites if there was a conclusion that due to predominantly small lot sizes, narrow streets and existing very high density, Capitol Hill or Queen Anne were reviewed in comparison to the large lots, wide streets, and relatively

much lower density in View Ridge, Blue Ridge, Morgan Junction, or Othello; upon which this DEIS selectively only focused the study of transportation and parking.

"For the City to conclude that within the scores of changes and proven consequences considered as potential impacts in up-zoning every single-family neighborhood - that not even one potential impact could be identified - reveals that City has taken a blind eye towards the lawful execution of responsibly and adequately studying all the impacts, unintended and intended consequences, and identifying even one potential necessary mitigation among over 30 neighborhoods impacting over 300,000 Seattleites".

The DEIS fails to adequately study the true environmental impacts. For this to happen, courts have mandated, among other tasks, that in discussing the adequacy of a DEIS:

the decision maker to "consider fully the environmental factors involved and to make a reasoned decision after balancing the risks of harm to the environment against the benefits to be derived from the proposed action." County of Suffolk v. Secretary of Interior,

The fact that the DEIS ignores this by refusing to consider the unique qualities, issues and opportunities, and significant diversity of over 30 neighborhoods alone renders this DEIS inadequate

In order to respect the definition of an adequate DEIS, especially concerning re-zoning one-half the land area of Seattle and including over 30 very distinct neighborhoods, the study must consider the requirement to complete a comprehensive review of every Seattle single-family neighborhood and identify the unique character, limiting issues and new opportunities including:

- the age of the infrastructure, utilities, and the actual capacities necessary for increased densities
- the existing open space, tree canopy, available parks, and likelihood of diminished livability.
- the average lot size, age of the plat, and the ability for the neighborhood to absorb greater lot coverage and associated parking and circulation impacts of each alternative.
- the lot size and location in determining the impacts associated with allowing 12 unrelated people to reside on one property. Prove that there are no differential impacts between doing so on a 10,000 sq. ft. lot vs. a 3,200 sq. ft. lot.
- the significant impacts from rising property values as properties get up-zoned and create a climate of displacement.
- the socioeconomic differences between neighborhoods and identify those most vulnerable to conversion, speculation, gentrification and displacement.
- the differentiation in topography and infrastructure investment and analyze the specific issues surrounding each.

- the challenges throughout the city to provide reliable transit service everywhere and identify the inequity of opportunity and existing infrastructure between neighborhoods.

within each that will inform the degree to which increased density through ADU development can and should occur

I fully support the recommendations, findings and conclusions in the letter from

*Letter from Queen Anne Community Council Land Use Review Committee Planning Committee, dated June 14, 2018, Re: Letter of Comment Regarding ADU DEIS (issued May 10, 2018). Respectfully submitted:*

*Queen Anne Community Council, Land Use Review Committee Martin Henry Kaplan, AIA,  
Chair Queen Anne Community Council Ellen Monrad, Chair*

And incorporate the contents thereof by reference.

Thank-you for your attention,

Respectfully submitted:

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**From:** [Alexis Zolner, Treasurer Fauntleroy Community Association](#)  
**To:** [ADUEIS](#); [Durkan, Jenny](#); [Welch, Nicolas](#); [O'Brien, Mike](#); [Harrell, Bruce](#); [Bagshaw, Sally](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [Johnson, Rob](#); [Juarez, Debora](#); [Sawant, Kshama](#); [Pennucci, Aly](#); [Freeman, Ketil](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [Sparman, Goran](#)  
**Subject:** Comments ADU DEIS  
**Date:** Monday, June 25, 2018 6:25:34 PM

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June 25, 2018

To: **City of Seattle** ([ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov))

Subject: Letter of Comment regarding ADU DEIS issued May 10, 2018

The Fauntleroy Community Association (FCA) supports land use policies that:

- retain the character of our Fauntleroy neighborhood and businesses,
- provide for affordable housing, with fair allocations for growth and density,
- concurrently develop infrastructure, including transit, utilities, green spaces, parks & other amenities to serve our growing community and promote urban livability.

Founded in 1980, the Fauntleroy Community Association has historically dealt with traffic, parking, pollution, and other topics related to the existence of the ferry dock in our community. Over the years, our activities have expanded to include restoration of salmon habitat in Fauntleroy Creek and Cove, local parks and playgrounds, crime and public safety, and traffic issues as they affect all of West Seattle, including involvement in transportation-related committees and meetings, and providing flags for the crosswalks. We support Fauntleroy small businesses, and have purchased and planted containers for the business district. We sponsor two local festivals — the spring Food Fest draws hundreds of attendees, the Fall Festival draws nearly 3,000 — and we issue quarterly newsletters for 400 member households, businesses and supporters. The community finds enough value in the FCA that they are willing to pay annual dues to maintain and further these activities.

The FCA supports the current zoning for ADUs in Seattle. We understand the current rules were the result of the Seattle Planning Commission working closely with professionals and Seattle citizens. We believe they strike a fair balance between increased density and impacts to the single family zoned property. Specifically:

1. The parcel must at least be 4,000 square feet and only one ADU is allowed
2. The owner must live on the site for certain periods
3. Off-street parking must be provided (one spot for the ADU and one for the house)

The subject DEIS does not strike a fair balance between increasing density and impacting single family zoning. Specifically:

- The DEIS fails to comprehensively and honestly analyze the rezoning impacts on one half the land area of the City of Seattle, — un-zoning every single family neighborhood, and upzoning them into multi-family properties
- The DEIS fails to recognize the unique qualities, limitations and opportunities within Seattle's neighborhoods, and

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- in the case of ADUs, the DEIS is disingenuous. The ADU is not an affordable place to live, yet the DEIS is marketing it as “affordable.”

Our specific issues include the following:

#### Parcel Size

The proposed changes reduce the minimum lot size and allow for more than one ADU per property. Height limits are increased and the maximum square footage of the property that the ADUs may occupy is increased.

We do not see how the DEIS addresses tree canopy, runoff, and other biomass issues. We note Seattle's goal, established in 2007, is to reach 30% tree canopy cover by 2037 with the City's most recent canopy cover study, using data from 2016, finding that 28% of Seattle is covered with trees. The majority of Seattle's urban trees are found in residential areas (representing 67% of the land with 72% of Seattle's tree canopy). Removing tree canopy to accommodate multiple structures on single family parcels is counterproductive, given how much these parcels contribute to the City's tree canopy goals.

Further — we already have serious water runoff and slide problems in West Seattle. Therefore, the DEIS needs to include an evaluation of, and action items on:

- Water run off due to increase of impermeable surfaces
- Re-establishment of any lost biomass that results from cutting down trees and shrubs to build new ADUs
- Creating offsets for the impervious surfaces created by ADUs

The City and County have spent millions of dollars to create rain water gardens, expand and rebuild Metro overflow capacity at Lowman Beach and Barton Street pump stations, rebuild roads washed out by slides, and encourage private rain water collection systems. Private properties contain most of the City's trees and shrubs. The city supports planting street trees, and fines people who cut down trees and shrubs on City property, all because we are trying to preserve biomass to deal with global climate change and clean air.

#### Affordability

Just as other West Seattle neighborhoods, and Seattle neighborhoods, we want to see a plan that encourages creation of livable, affordable communities. The DEIS does not address affordability issues.

Once single family residences are rezoned to accommodate multiple ADUs, the value in the parcel, over time, will be by reference to the future use zoning rather than the single family use. Property taxes will rise for these parcels based on their future use value. That can lead to displacement of current residents, and a slowing in the economy as purchasing power erodes.

In addition, the City has marketed these units as easing the affordability crisis, e.g., rent would be below market. The FCA does not understand why a homeowner would be expected to charge below-market rates for ADUs. Construction costs and permits — in particular, the City's scheduled cost to install an additional sewer line, are expensive. The owner must charge enough to cover

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construction, potential debt service and the higher property taxes. We note Mayor Durkin wishes to expedite ADU permitting but nonetheless, the owner will charge based on the cost incurred as well as what the market will bear.

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#### Parking

The DEIS does not adequately address parking issues. Residents of ADUs constructed without an off-street parking spot will have no choice but to park on the street. This will create a safety issue as well as a capacity issue. And it encourages private owners to offload their parking costs onto the public sector.

FCA recently filed a Freedom of Information request with the Seattle Police Department for data around car prowls and burglary. Based on data for the last two years, cars parked on the street are five times more likely to be prowled or burglarized than cars parked in a driveway. If Seattle is to move to a model where off-street parking is not required, we would expect the City to address this issue and provide deterrents.

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The FCA recently sponsored a community-wide survey that covered housing, parking, transportation, the environment and other issues. Of 436 survey respondents, 84% (366) did not support ADUs without off-street parking. The Fauntleroy community faces significant parking issues. Residents compete for parking with a wide variety of visitors — including Fauntleroy Ferry crews, Car2Go and Reach Now users, ferry foot passengers wanting to avoid high vehicle charges, Rapid Ride C Line riders, and students attending school on Vashon Island, all looking to park their cars in the Fauntleroy neighborhood. In addition, the ferry queue uses Lincoln Park street parking as the means to wait for the ferry in the afternoon and evening. Once Lincoln Park parking lots are full, visitors park in the neighborhood. Although Fauntleroy is designated a Restricted Parking Zone allowing permitted resident only parking between 2:00 a.m. and 5:00 a.m., permits were also issued to the crews and Car2Go, and resident parking was adversely impacted.

The parking issue is not restricted just to the residents in Fauntleroy. Merchants in the Fauntleroy Endolyne Triangle business area hear daily complaints from their customers that there is inadequate parking. Further parking pressure will result in lost business for them because anyone living beyond walking distance of these merchants will just choose to go somewhere else.

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These parking issues are similar to those experienced by Alki residents, due to the attraction of the beach and the many amenities in this area. The City enacted parking ordinances for Alki that required developers to provide 1.5 off street parking spots for each dwelling unit. This spring, the City passed similar legislation for Fauntleroy to mitigate the pressures on neighborhood parking. Similar to Alki, one off-street parking space per dwelling unit or 1 space for each 2 small efficiency dwelling units for new development within 1,320 feet of the Fauntleroy Ferry Terminal is required. It is unclear how this ordinance will be applied with respect to ADUs.

If the city goes forward with this change, the FCA requests that neighborhoods built around a destination attracting non-resident cars, such as a ferry dock, be exempt and the requirement for off street parking for both the ADU and the house is maintained.

Just like other West Seattle Peninsula neighborhoods and Seattle neighborhoods, Fauntleroy supports policies that fairly balance density with single family residences. The current ADU zoning is balanced and we urge the City to continue with the current ADU rules. Thank you for the opportunity to comment on the proposed rules.

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Thank you.

Sincerely,

Mike Dey. President  
Fauntleroy Community Association  
[Msdey50@aol.com](mailto:Msdey50@aol.com)

cc: Councilmember Lisa Herbold, West Seattle District 1 - [lisa.herbold@seattle.gov](mailto:lisa.herbold@seattle.gov)

[ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov);  
[jenny.durkan@seattle.gov](mailto:jenny.durkan@seattle.gov);  
[Nicolas.Welch@seattle.gov](mailto:Nicolas.Welch@seattle.gov);  
[mike.obrien@seattle.gov](mailto:mike.obrien@seattle.gov);  
[bruce.harrell@seattle.gov](mailto:bruce.harrell@seattle.gov);  
[sally.bagshaw@seattle.gov](mailto:sally.bagshaw@seattle.gov);  
[Teresa.Mosqueda@seattle.gov](mailto:Teresa.Mosqueda@seattle.gov);  
[Lorena.Gonzalez@seattle.gov](mailto:Lorena.Gonzalez@seattle.gov);  
[Lisa.Herbold@seattle.gov](mailto:Lisa.Herbold@seattle.gov);  
[Rob.Johnson@seattle.gov](mailto:Rob.Johnson@seattle.gov);  
[Debora.Juarez@seattle.gov](mailto:Debora.Juarez@seattle.gov);  
[Kshama.Sawant@seattle.gov](mailto:Kshama.Sawant@seattle.gov);  
[aly.pennucci@seattle.gov](mailto:aly.pennucci@seattle.gov);  
[ketil.freeman@seattle.gov](mailto:ketil.freeman@seattle.gov);  
[geoffrey.wentlandt@seattle.gov](mailto:geoffrey.wentlandt@seattle.gov);  
[nathan.torgelson@seattle.gov](mailto:nathan.torgelson@seattle.gov);  
[andres.mantilla@seattle.gov](mailto:andres.mantilla@seattle.gov);  
[jesseca.brand@seattle.gov](mailto:jesseca.brand@seattle.gov);  
[Goran.Sparrman@Seattle.Gov](mailto:Goran.Sparrman@Seattle.Gov);

**From:** [Aunt Feather](#)  
**To:** [ADUEIS](#)  
**Subject:** Opinions  
**Date:** Thursday, June 07, 2018 5:50:37 PM

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1. Please keep the ruling that there has to be one off street parking spot.

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Seattle is not set up (yet) to have all of a persons need within a bike/walk. People WILL have cars.

2. Please have it be that the Owner of the property has to live in one of the structures.

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3. Please have extremely high fees for people who dont follow the rules. (Example \$3,000) for not having an off street parking space. Plus give them a time period of say 6 months to put one in, or be charged another \$3,000. And if not done at all, \$6,000 per year.

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I am all for units. But there is such a need for housing, and many pp dont ant an apartment, isnt the rent for one of these cottages going to be also thru the roof?

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Thank you,

MML  
POBOX 6-183 Seattle 98160  
[Auntfeather222@yahoo.com](mailto:Auntfeather222@yahoo.com)

**From:** [Bryan Fernandez](#)  
**To:** [ADUEIS](#)  
**Subject:** Praise for ADU EIS  
**Date:** Monday, June 04, 2018 7:00:32 AM

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I read every page of the EIS and I appreciate the thorough analysis of the ADU topic. From the aesthetic study, strong statement on the racial and class segregation, consideration of displacement, and the proforma analysis, it is both a potent and enlightening planning document.

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Best regards,

**Bryan Fernandez**

**Planner**

**MIG**

537 S. Raymond Avenue  
Pasadena, California 91105  
[626 744 9872](tel:626-744-9872) | [www.migcom.com](http://www.migcom.com)

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**From:** [Charles Fiedler](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU EIS Comments-Support for Alternative Two  
**Date:** Monday, June 11, 2018 8:20:32 AM  
**Attachments:** [Fiedler EIS Comment Response06.11.18.pdf](#)

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Hello,

Please see attached.

Charles

Charles A. Fiedler

Sentinel Law Group, P.C.

Phone: 517.488.8281

Email: [cfiedler@sentinellawgroup.net](mailto:cfiedler@sentinellawgroup.net)

**Web Site:** <http://sentinellawgroup.net>

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**CHARLES A. FIEDLER, ESQ.**  
1617 5<sup>th</sup> Street SE  
Puyallup, WA 98372  
Home Phone: 206.522.4769  
E-mail: CFIEDLER@sentinellawgroup.net

June 11, 2018

**VIA E-MAIL ONLY**

To: ADUEIS@seattle.gov

Re: Comments on Accessory Dwelling Unit (ADU)/  
Draft Environmental Impact Study (EIS)

I am an attorney and the owner of a rental house in the City of Seattle and am in writing in support of Alternative Two. Cascadia's three largest cities being Seattle, Portland and Vancouver, B.C, have all made efforts to remove regulatory barriers to make it easier for property owners to build ADU's a/k/a in-law apartment or backyard cottage in single-family zones. Especially in Seattle, there is simply not enough supply of developable land left to accommodate the demand for housing. Existing land rules are simply not working to address our housing crisis which will have long-term adverse economic effect on Seattle area investment, economic development, income and jobs. In Vancouver, BC, fully one-third of single-family houses have legal ADUs; while in Portland and Seattle, scarcely one percent of houses sport an ADU. The implementation of ADU regulatory changes reveals a big opportunity for addressing future housing needs in cities like Seattle with a strong economy and satisfactory quality of life. The EIS is a necessary part of the law and Alternative Two does a good job of rebutting issues raised by the Queen Anne neighborhood group with regard to ADU's having an adverse effect on new housing and displacement of persons of lower-income. On the contrary, Alternative Two if included in legislation will encourage more Seattle housing at prices accessible to people at all levels of income.

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My support Alternative Two comes with an additional suggestion to assist the housing needs for persons of lower-income. I may be biased in my view, as I own and rent a house in the Ravenna neighborhood with a 4,200 square foot lot with plenty of off-street parking which could easily accommodate a detached ADU. I All neighborhoods in Seattle are unaffordable for lower-income persons. The current regulations contain what I would refer to as three poison pills that will continue to

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“kill” ADU’s in Seattle being: (1) owner-occupancy of the main house; (2) higher lot size and (3) off-street parking requirement. Due to housing affordability and the trend among younger people away from home ownership, about 1 in 6 single-family houses in Seattle are rental properties. Thus, there are many other landlords who are ready, willing and able to construct an ADU upon the taking away of all three poison pills. There is no requirement of landlords of apartments, townhouses or condominiums to live on-site so why is the most lethal of the three poison pills only being applied to single-family houses. However, I also believe there should be certain controls in place to discourage speculators from buying properties and constructing ADU’s for pure profit motive. Thus, I suggest that Alternative Two require rental of the ADU to those households making no greater than 80% of the AMI. This will provide an opportunity for lower income person(s) to live in a good Seattle neighborhood such as Queen Anne and Ravenna. I also suggest that such property owner be required to pay the city for any increased cost of infrastructure or services associated with the ADU such as water, sewage and electricity.

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In conclusion, Alternative Two will make it possible for myself for and other property owners to build an ADU and together we can help meet the demand for affordable housing in this great city. Thank you for allowing me to share these comments.

Sincerely,

s/s

Charles A. Fiedler

**From:** [Mike Fies](#)  
**To:** [ADUEIS; Durkan, Jenny; Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Bagshaw, Sally; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jesseca; Sparrman, Goran](#)  
**Subject:** Queen Anne Community Council report  
**Date:** Thursday, June 21, 2018 10:11:11 AM

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Dear Government members,

I support the Queen Ann Community Council report questioning the City of Seattle ADU Environment Impact Statement analyses.

It appears that the City sought to justify a pre-determined objective, the opposite of what a study should do.

Michael Fies

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**From:** [Lynn Fitz-Hugh](#)  
**To:** [ADUEIS](#)  
**Subject:** re: ADU and trees  
**Date:** Sunday, June 24, 2018 11:01:56 PM

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I'm concerned that the proposed ADU ordinance does not address trees. It is silent on how they would be protected. I support affordable housing and I think Mother in Law remodels is a good way and also some ADU's. However, some of the ADU ordinances features would probably endanger trees – so allowing ADU's to go on even smaller lots than allowed currently means a small lot probably only has space for trees or an ADU.

I feel however that it is not an either or- development or trees – and that is a false paradigm when people pose it that way. I think the ordinance could say that if you already have no trees or trees on the margins of a property, then you can build an ADU. Even if you have to cut down trees under the proposed 6" protection, or perhaps position the ADU to carefully protect existing trees. But if you would have to cut down an exceptionally big tree, or a grove then your yard is not appropriate for an ADU.

In other words I think the ordinance needs not to be one size fits all, but rather take into account where we have trees. This would still allow the majority of yards to build ADU's if they wished and it would protect our ever diminishing tree canopy. A Seattle with a lot of buildings and not very many trees does not sound like a desirable Seattle nor is it climate protective without trees. We have to have affordable housing and trees otherwise we just have a crappy Amazon BOX city.

Thanks,  
Lynn Fitz-Hugh  
Director of 1 Sustainable Planet

1

**From:** [mark.a.foltz](#)  
**To:** [ADUEIS](#)  
**Cc:** [Johnson, Rob](#); [O'Brien, Mike](#); [Harrell, Bruce](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [Sawant, Kshama](#); [Juarez, Debora](#); [Bagshaw, Sally](#); [Mosqueda, Teresa](#)  
**Subject:** Accessory Dwelling Units EIS - Comments  
**Date:** Monday, June 25, 2018 1:09:19 PM

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Note: This is available as a PDF at the following link: [https://drive.google.com/open?id=1kCbKFeIFTQ8UA\\_IdH4TsDXJepZtVyK0A](https://drive.google.com/open?id=1kCbKFeIFTQ8UA_IdH4TsDXJepZtVyK0A)

Mark A. Foltz  
Welcoming Wallingford  
3635 Burke Ave N.  
Seattle, WA 98103  
[markafoltz@alum.mit.edu](mailto:markafoltz@alum.mit.edu)

June 25, 2018

Councilmember O'Brien, Ms. Pennucci,

I am writing to provide comments on the Council's Draft Environmental Impact Statement for backyard cottages and granny flats ("ADUs").

First, I want to thank the Council staff for preparing a comprehensive and thorough EIS that studies the history of single family zoning in Seattle, and in particular draws several important conclusions that set context:

- Seattle's single family zoned areas have failed to absorb an equitable amount of the city's growth. In fact, single family zoned areas have **lost population** since 1970, when single family areas were downzoned and new housing was banned.
- Single family zoned areas have generally become wealthier and whiter over time. Banning new housing in over 60% of the city's area have **exacerbated Seattle's historical segregation by race and class**.
- Adding housing to single family zoned areas through ADUs will **not lead to significant displacement** of low income renters by tearing down rental properties. Nearly all of the single family homes on the rental market are already out of reach to low income renters.
- On the contrary, homeowners who add a revenue stream to an existing property by building an ADU **will be able to stay in their homes**, helping with living expenses

and sharply increasing property taxes.

My comments consider some of the 14 elements of the two action alternatives and recommends which aspects be included or amended in the Final EIS Preferred Alternative.

Welcoming Wallingford looks forward to working with the City to shape legislation based on this EIS that will increase affordable housing options across the city, which are desperately needed now more than ever.

Yours,  
Mark A. Foltz  
Welcoming Wallingford

*Welcoming Wallingford are Wallingford residents and friends who welcome more neighbors and say “YES! in our backyard.” Our vision is a more equitable, sustainable, and inclusive Wallingford and Seattle.*

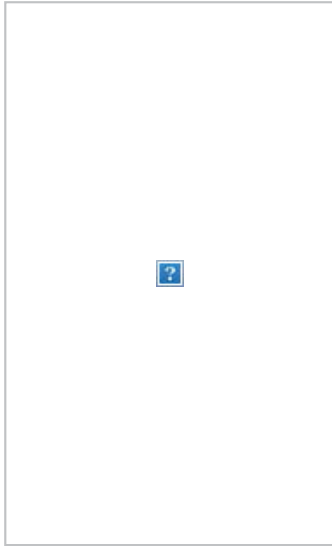
CC: Seattle City Council members

#### **Number of ADUs allowed on lots in single-family zones**

The entire point of this exercise is to legalize and encourage the development of new housing in single-family zones, where it is now illegal; the past attempt to do so in 2010 has failed. In this light, a modified Alternative 3 - **that allows two AADUs or two DADUs per lot** - should be included in the Preferred Alternative.

The DEIS shows that two additional units have no adverse impacts, so why not provide maximum flexibility? This would legalize triplex style construction in single family zones. Note that there are many such units already in existence in Wallingford and in other neighborhoods that were historically downzoned from multi-family zoning. Let's look at the **single block that I myself live on in Wallingford:**

1



(image copyright [Sightline Institute](#))

Green blocks represent duplexes and yellow blocks represent units that hold 4 or more people (including a quad-plex and a 6-unit apartment building). These have been here for decades and no one has been complaining about them or their “adverse impacts!”

1

#### Off-street parking requirements

**Please include Alternative 2 in the Preferred Alternative** as it removes off-street parking requirements from the construction of new housing. This is consistent with the recent effort by the City to unbundle parking from rent for tenants and to reduce minimum parking requirements throughout the city. Forcing the construction of off-street parking will essentially **bundle its costs with that of the ADU**, making them more expensive or impossible to build. Moreover, the DEIS shows that Alternative 2 will minimize the impact on tree canopy in single family areas. Some ADUs will have offstreet parking - that is fine - but give homeowners and tenants a choice and don’t force people who don’t need a car to subsidize the cost of building parking for everyone.

2

#### Owner-occupancy requirements

Single family homeowners are free to rent their entire property - even on platforms like AirBNB - with no owner occupancy restriction. Why should the owners of homes with

3

ADUs face additional restrictions? More importantly, adding owner occupancy restrictions will discourage or prohibit the construction of new ADUs on second homes or households with seasonal occupancy, which goes counter to the goals of this process. Finally what happens if a homeowner with an ADU has to relocate on short notice? **Kick out their tenants and tear down their ADUs? Please include Alternative 2 in the Preferred Alternative to remove the owner occupancy requirement** out of a sense of basic fairness to property owners and future ADU tenants alike. The DEIS shows no adverse impacts for removing the owner occupancy requirements.

3

#### **Minimum lot size, Gross Floor Area, and Height**

In these aspects, the proposals in Alternative 2 will enable more properties to add ADUs. **Please incorporate them into the Preferred Alternative.** As the City needs to continue to invest in green stormwater infrastructure and also encourage deep green building, an extra two feet of height throughout would permit more efficient and greener construction techniques.

4

#### **Maximum Household Size**

I see no reason to limit households as they are today - common sense dictates increasing the household size in conjunction with the increase in the number of living units per lot.

**Please include Alternative 2 in the Preferred Alternative and raise the limit to 12 people per lot.**

5

#### **MHA requirements**

Out of a sense of fairness to other housing developers, and to continue to build Seattle's base of permanent affordable housing, it makes sense to incorporate MHA in a specific fashion for a second ADU. I recommend customizing the MHA program for ADUs in two ways.

##### **1. Ramp up the MHA fees over time based on the number of permitted second ADUs.**

The first 250 (or so) second ADUs would be fee-free, the next 250 at 25% fee etc. This will prevent MHA from immediately discouraging the construction of second ADUs at the time the program is rolled out.

**2. Allow MHA fees to be prorated for 5 years after the unit is constructed.** This will allow the homeowner to use rental income to pay off MHA instead of requiring a large

6

upfront payment on top of construction and permitting costs. Homeowners do not have the same access to capital as real estate investors/developers and the MHA program should take this into account.

6

**Please consider alternative MHA fee schedules as suggested above in the final EIS.**

**From:** [Heller and Fox](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments on draft ADU EIS  
**Date:** Monday, June 25, 2018 4:11:01 PM

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Dear Seattle staff:

Additional analysis of likely uses of ADUs as short-term rentals is required. Our experience with ADUs in our neighborhood has demonstrated that ADUs have tremendous economic incentive to be used as short-term vacation rentals (AirBnB and similar) rather than permanent housing for Seattle residents. Allowing both an ADU and DADU on the same (smaller) lot is likely to increase this incentive/pressure.

The interaction between Seattle's fairly permissive regulation of short-term vacation rentals and the proposed alternatives in the DEIS regarding ADUs has not been adequately addressed. The Final EIS must analyze this issue, including the current short-term rental codes and potential interaction with proposed ADU alternatives and area-wide upzones, much more thoroughly and in-depth in order to provide adequate guidance for the legislation that will follow.

FEIS should include coordinated review of ADU impacts, City-wide upzones and new review/update of recently passed short-term rental regs to avoid unintended consequences and impacts to neighborhoods.

Comment: Any future legislation should retain or strengthen owner occupancy requirements

Thanks for the opportunity to comment.

Sincerely,  
Rebecca Fox

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2

**From:** [Robin Freeman](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU  
**Date:** Tuesday, May 22, 2018 9:02:12 AM

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I support option #2, ASAP!!!!

**2. One in-law apartment and one backyard cottage allowed on the same lot; parking no longer required for ADUs; the homeowner may live elsewhere.**

1

Robin Freeman



M: 206-229-4667  
O: 206-938-4270

CHECK OUT OUR NEW WEBSITE!  
[www.two9design.com](http://www.two9design.com)

**From:** [JE](#)  
**To:** [ADUEIS; Durkan, Jenny; Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Bagshaw, Sally; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jesseca; Sparrman, Goran](#)  
**Subject:** Comments on ADU DEIS  
**Date:** Monday, June 25, 2018 1:33:47 PM  
**Attachments:** [ADU DEIS comments June 25.docx](#)

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Dear Mayor Durkan, Seattle City Council members, et al:

Attached is my letter containing my comments on the ADU DEIS.

Thank you for the opportunity to comment.

Janet Frisch  
[jeffrisch77@centurylink.net](mailto:jeffrisch77@centurylink.net)

June 25, 2018

Mayor Jenny Durkan, City of Seattle Mayor  
Nick Welch, Senior Planner - Office of Planning and Development  
Mike O'Brien, Seattle City Council  
Bruce Harrell, President - Seattle City Council  
Sally Bagshaw, Seattle City Council  
Teresa Mosqueda, Seattle City Council  
M. Lorena Gonzales, Seattle City Council  
Lisa Herbold, Seattle City Council  
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Geoff Wentlandt, Senior Planner - Office of Planning and Development  
Nathan Torgelson, Director - Seattle Department of Construction and Inspections  
Andres Mantilla, Director - Department of Neighborhoods  
Jesseca Brand, Department of Neighborhoods,  
Goran Sparrman, Interim Director - Seattle Department of Transportation

Re: Letter of Comment Regarding ADU DEIS (issued May 10, 2018)

Dear Mayor Durkan, Seattle City Council members, et al:

Thank you for the opportunity to comment on the ADU DEIS. After reading the DEIS in its entirety, I am truly disheartened by the lack of clear and convincing evidence and critical and thoughtful analyses in this document. Instead the 364 pages contain an abundance of historical (and somewhat irrelevant) information, factoids, assertions, and assumptions but a startling lack of relevant facts or critical, thorough, and fact-based analyses that would lead a nonpartisan reader to reach the same conclusions as the DEIS authors. The data and analyses contained in the DEIS are inadequate to reach the conclusions of no impact.

A huge shortcoming of this DEIS report is that the neighborhoods and their critical differences were not considered. I am a resident of an older neighborhood with many mature trees; city lots ranging from very small to very large; very old infrastructure, such as water and sewer; many schools already closed and the buildings redeveloped for other uses; and extensive existing parking challenges, in part because of narrow streets, neighborhood shops with only street parking, as well as daily bus commuters who park in our neighborhood. Other, newer neighborhoods do not face many of these same challenges. An adequate EIS should assess and address the impacts to these different neighborhoods. Instead, the DEIS stated on page 4-66 that *"The form of existing development varies widely across single-family zones in Seattle; therefore, a*

*comprehensive summary is not possible.*” Seriously? This statement alone raises a red flag to me that the City did not even try to conduct a sufficient environmental impact analysis.

Curiously, although the impact was not assessed on a neighborhood-by-neighborhood basis, and page 4-51 states “...impacts would be minor as the density changes would unfold incrementally over 10 years and would likely continue to be distributed throughout the city” the DIES stated on page 4-28 that “Both the pro forma analysis and the production model find that ADU production rates would likely vary by neighborhood profile, with higher rates of ADU production in more expensive neighborhoods.” So which is it? ADUs would be distributed throughout the city or would vary by neighborhood? If the latter is the case, shouldn’t the impacts have been assessed on a neighborhood-by-neighborhood basis? Even more concerning is that none of the four areas the City chose to assess related to parking impacts were these older neighborhoods that are already experiencing significant pressures related to parking. In addition, no critical assessment was done of the ability of old infrastructure to stand up to the increasing burdens being placed on it.

Regarding information from other cities in the DEIS...there are many other cities that allow ADUs. Why were only Portland and Vancouver BC included in this EIS? There might have been useful lessons learned by other cities that could have proved useful for Seattle. Was it that the information from other cities didn’t support the City of Seattle’s agenda?

The DEIS is like a house of cards. Each unsupported or poorly supported assertion builds on the previous one, beginning with the stated view that ADUs are not being built because of regulatory barriers. Where is the evidence for this statement? How many property owners provided information about barriers? Perhaps a more defensible methodology would have surveyed at least a generalizable sample of property owners to find out what they feel the barriers are to building ADUs/DADUs; their opinion of the proposed changes and effect on barriers cited; the likelihood that they would ever build an ADU/DADU; and reasons for that decision. Such a survey would provide much clearer evidence about:

- the actual barriers, if any, and extent;
- the possible solutions;
- the likelihood that ADUs and/or DADUs would be built and for what purpose (house a relative, earn additional income, other);
- the differences by neighborhood of the extent to which ADUs/DADUs might be built (which would then help better answer the question of how this proposal could affect the different neighborhoods);
- the possible problems (such as parking) that could be created in each neighborhood and/or exacerbated by ADUs/DADUs; and
- the remaining, unaddressed barriers (such as the cost of building an ADU/DADU).

Rather than include my many additional concerns about the DEIS in this letter, including the methodology employed (such as combining results from different types of models), reliability of results, and questionable statements and assertions, I will instead state that I am fully in support of the concerns laid out in the thoughtful and detailed letter submitted by Martin Kaplan of the Queen Anne Community Council, Land Use Review committee.

In conclusion, I fail to see, after reading the entire report, how the information presented in it would lead a cold reader to the surprising conclusion the City reached that there are absolutely no environmental impacts from any of the proposed changes to ADU regulations. In particular, the proposed change in alternative 2 to eliminate the requirement of owner-occupancy seems that it would merit an especially robust discussion since that could significantly change the dynamics of the property ownership in a neighborhood. This is, in essence, just a “back door” effort to change the city zoning from single family to multifamily—an effort that the previous mayor was unable to ramrod through due to the considerable public outcry.

Thank you for the opportunity to comment. I have many specific comments and concerns if you need additional information.

Janet Frisch

jeffrisch77@centurylink.net

P.S. I am curious to know -- Were the authors just trying to be funny in showing almost no vehicles in their futuristic Visual Representation of Development Outcomes? The city planners and leaders may want us to get rid of our cars but you are living in a dream world. This is a city with many hills, inclement weather for much of the year, many older adults, and public transportation that is barely adequate. Moreover, even for the many people who use public transportation when they can, there are reasons, including recreational pursuits and caring for children/elders, that make it difficult to live without a car. It is totally unrealistic to think we are all going to get rid of our cars any time soon. How many Seattle planners and leaders live a carless existence?

**From:** [Welch, Nicolas](#)  
**To:** [ADUEIS](#)  
**Subject:** Fwd: city zoning change proposal  
**Date:** Saturday, June 23, 2018 3:23:52 PM

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**From:** dljfuller@comcast.net <dljfuller@comcast.net>  
**Sent:** Saturday, June 23, 2018 3:20:47 PM  
**To:** Welch, Nicolas  
**Subject:** Fwd: city zoning change proposal

----- Original Message -----  
From: dljfuller@comcast.net  
To: jenny.durkan@seattle.gov  
Cc: mhk@martinhenrykaplan.com  
Date: June 23, 2018 at 3:18 PM  
Subject: city zoning change proposal

Dear City Council and Mayor Durkan,

I have read Martin Henry Kaplan's recent statement to you regarding the pending proposal to vastly change our residential zoning plan. I completely agree with his statement and urge you to not proceed with the proposal, perhaps not ever, certainly not now in a rush without the necessary safeguards.

Mr. Kaplan has provided an illuminating, articulate statement to the City of Seattle rejecting the current proposal to wholesale rezone our residential properties. It is an intelligent response to your proposal.

I have been deeply appalled at the runaway cavalier actions and attitudes of this city council. There is apparently not one of you who accepts your role as serving or representing citizens. Rather it strikes me that you are acting as social engineers molding this wonderful city into some generic image of everywhere that is your view, certainly not mine or those of my neighbors. I am sick of it. The permanent damage being done at taxpayer expense is rapidly changing the uniqueness of the city so many of us have worked hard for decades to preserve and protect. There is clearly no consideration of quality of life interests of many of us.

I would point out that the current widespread deterioration of civility in our culture is, in my opinion, closely linked to the disregard of quality of life interests. As a senior citizen I certainly feel shortchanged in many of your decisions

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affecting every day life. I cannot jump on my bike to dash here and there as you would want all of us to do. I cannot walk for blocks and blocks because all the streets are clogged with on street parking caused by your foolish decisions to pack more density into the city while not requiring the commonsense adequate parking spaces within the properties being developed. Too many of my friends feel like they have to leave Seattle and even the State of Washington because of runaway lack of concern for those of us who have worked hard to reach this point in life, expecting to enjoy the results of that work. Instead, we feel discarded entirely. You are imposing permanent changes that will run down our beautiful city. Please stop and seriously reconsider your actions.

1

Thank you for your consideration.

Sincerely,

Mrs. G. Fuller

Magnolia resident of 41 years

**From:** [Angela Compton](#)  
**To:** [ADUEIS](#)  
**Cc:** [Chris Wierzbicki](#); [Bryce Yaden](#)  
**Subject:** Futurewise Comment Letter - ADU/DADU  
**Date:** Monday, June 25, 2018 12:41:19 PM  
**Attachments:** [Futurewise ADU DADU Comment Letter FINAL.pdf](#)

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Hello City of Seattle ADU/DADU team!

Please find a comment letter on the ADU DEIS from Futurewise.

Feel free to reach out to me or Chris with any comments or questions.

Best,

Angela Compton  
Housing and Transit Outreach Coordinator  
Futurewise



816 Second Ave, Suite 200, Seattle, WA 98104  
p. (206) 343-0681 f. (206) 709-8218  
futurewise.org

Aly Pennucci, AICP  
City of Seattle, Council Central Staff  
600 4th Avenue, Floor 2  
PO Box 34025  
Seattle, WA 98124-4025

Re: Draft Environmental Impact Statement for Accessory Dwelling Units

Dear Ms. Pennucci,

Thank you for the opportunity to submit feedback on the City of Seattle's Draft Environmental Impact Statement (DEIS) for Accessory Dwelling Units (ADUs). Working with the City of Seattle staff over the past few years, we appreciate the tremendous amount of effort, time, and thoughtfulness that has gone into this draft Environmental Impact Statement.

Futurewise is a non-profit organization that works throughout Washington State to create livable, equitable communities, protect our working farmlands, forests & waterways, and ensure a better quality of life for present and future generations. We work with communities to implement effective land use planning and policies that prevent waste and stop sprawl, provide efficient transportation choices, create affordable housing and strong local businesses, and ensure healthy natural systems. We have supporters across Washington State, including the City of Seattle, and together we are creating a better quality of life in Washington State.

We are pleased to see the regulatory barriers on building Accessory Dwelling Units in Seattle easing. The current requirements have restricted the opportunity for current homeowners to provide new housing types within the limits of their current property - only about 580 units were built since 2010. According to the DEIS, the proposed changes will do nothing but improve the City's livability by providing more housing options and assisting in meeting our commitments to lower housing costs. **Overall, Futurewise supports Alternative 2 from the DEIS.**

**No off-street parking required.** Removing the off-street parking requirement from the construction of ADUs will provide flexibility and lower the cost for owners wanting to construct an ADU. Removing parking minimums is an acknowledgement that as Seattle continues to become more livable, people will continue to have better access to multiple transportation options and frequent transit. This is especially true for the populations that tend to live in accessory units; elders, college-students and young families just starting-off.

**No requirement for an owner to occupy the house, AADU or DADU.** Regardless of whether or not the property owner is living on site, an accessory dwelling unit will have the same impact. By requiring the owner to occupy one of the dwellings, you are limiting opportunities to expand the housing stock in the city by placing unneeded regulations on property owners who want to assist in the solution to our affordable housing crisis.

**Allow 2 additional feet for a DADUs maximum height to meet green roof standards.** This change will provide more options for sustainable building; two additional feet of height allows for the

constructions of thicker roofs needed accommodate green roof standards. This will help Seattle reduce harmful stormwater runoff, this is important as we add more impervious surfaces across the city.

**Reduce predevelopment costs by 10 percent and provide education and support to homeowners.**

The time and cost of obtaining permits, surveys and utility hook-ups can be a barrier to property owners considering building ADUs. We support the City providing incentives to reduce the predevelopment cost of ADUs. Futurewise would like to see the addition of a pre-approved design catalog for property-owners to select from. We believe that the City of Seattle should create incentives and community supports that will significantly cut-down on the time and cost of building an accessory home. This should include education and outreach to homeowners on the process and benefits of building ADUs; such as providing additional income, helping-out family members, and/or giving more opportunity for aging in place.

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**There are additional changes we believe would make this policy stronger.**

**Lots in single-family zones can have an AADU and a DADU, two DADUs or two AADUs.** By allowing for one primary dwelling unit and two accessory units (regardless of if they are attached or detached) would provide more flexibility to owners who wish to construct accessory units. As the same size-limits would exist for the construction of accessory units, the type of ADU constructed would not change the impacts.

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**Up to 12 unrelated people can live on lots in single family zones.** It's the number of people living on any given lot that determines the degree of impact; not whether or not those individuals are related to one another. Occupancy limits should be set based on the given impact of individuals living on a lot; setting occupancy limits exclusively on people who are not legally related reducing the options and opportunities to meet the housing needs of the city.

7

**Additional comments**

**Continue to expand the tree canopy across the city.** The DEIS shows a minimal impact on tree canopy even with an increase in ADU production, but this is still an impact that detracts from the city's goals of increasing tree canopy in the long-term. We would encourage the City of Seattle to continue to work towards increasing and expanding the tree canopy, especially within low-income and historically underserved communities. We support the update to the tree ordinance and look forward to collaborating with the City to increase and protect the tree canopy.

8

We appreciate this opportunity to provide feedback and suggest changes that will further advance housing diversity and affordability in Seattle's Single-Family Zones. We look forward to the city expanding-on and including the above options in the Final Environmental Impact Statement.

Sincerely,



Christopher Wierzbicki  
Executive Director

**From:** [Jennifer Goodwin](#)  
**To:** [ADUEIS](#)  
**Subject:** Accessory Dwelling Units Draft EIS  
**Date:** Saturday, June 23, 2018 3:43:42 PM

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I would like to add my support for option 3. I think homeowners should have more options for accessory dwellings on their property, benefiting renters and the children of homeowners with smaller, less expensive options in our high-rent city and benefiting homeowners who want to age in place by downsizing in to their ADU or other small residence on their property.

1

Thank you.

Jennifer Goodwin

**From:** [Joan Gordon](#)  
**To:** [ADUEIS](#); [Welch, Nicolas](#); [O'Brien, Mike](#); [jenny.durkin@seattle.gov](#); [Harrell, Bruce](#); [Bagshaw, Sally](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [Johnson, Rob](#); [Juarez, Debora](#); [Sawant, Kshama](#); [Pennucci, Aly](#); [ketil.feeman@seattle.gov](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [Brand, Jesseca](#); [Sparrman, Goran](#)  
**Subject:** The ADU Draft Environmental Impact Statement  
**Date:** Monday, June 25, 2018 3:22:25 PM  
**Attachments:** [ADU-DEIS - Queen Anne Comment Letter .pdf](#)

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Hello.

Please see the attached letter from Marty Kaplan, AIA, written on behalf of the Queen Anne Land Use Review and Planning Committee.

I am in full support of all the findings of inadequacy of the DEIS that Mr. Kaplan has pointed out in his letter to you.

Thank you.

Joan Gordon

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**From:** [Richard Gordon](#)  
**To:** [ADUEIS; Durkan, Jenny; Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Bagshaw, Sally; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jesseca; Sparrman, Goran](#)  
**Subject:** Letter of Comment Regarding ADU DEIS (issued May 10, 2018)  
**Date:** Friday, June 22, 2018 3:52:21 PM

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TO:

Mayor Jenny Durkan, City of Seattle Mayor, and  
Nick Welch, Senior Planner - Office of Planning and Development  
Mike O'Brien, Seattle City Council  
Bruce Harrell, President - Seattle City Council  
Sally Bagshaw, Seattle City Council  
Teresa Mosqueda, Seattle City Council  
M. Lorena Gonzales, Seattle City Council  
Lisa Herbold, Seattle City Council  
Rob Johnson, Seattle City Council  
Debra Juarez, Seattle City Council  
Kshama Sawant, Seattle City Council  
Aly Pennucci, City Council Central Staff  
Ketil Freeman, City Council Central Staff  
Geoff Wentlandt, Senior Planner - Office of Planning and Development  
Nathan Torgelson, Director - Seattle Department of Construction and Inspections  
Andres Mantilla, Director - Department of Neighborhoods  
Jesseca Brand, Department of Neighborhoods  
Goran Sparrman, Interim Director - Seattle Department of Transportation

Re: My Comment Letter Regarding ADU DEIS (issued May 10, 2018)

Dear Mayor Durkan, City Council members, City Staff:

I am a resident of Seattle, and an owner of two small businesses in Seattle, and have lived and worked in Seattle since 1986. In my review of the Draft EIS for the ADU/DADU proposals under consideration, I see that in many places that the objective of Alternatives 2 and 3 are to have a real, positive impact on increasing housing affordability in Seattle. For example, in section 1.2 of the Draft EIS, titled "Proposal Objective," the report states:

The objective of this proposal is to implement Seattle's Comprehensive Plan (Seattle 2016a) policies related to development of ADUs. The Comprehensive Plan, which is the 20-year roadmap for the city's future, contains goals and policies intended to support four core values: race and social equity, environmental stewardship, community, and economic security and opportunity. Under Washington's Growth Management Act (GMA), counties and large cities must create and regularly update comprehensive plans to identify where growth will unfold and to plan for housing, transportation, water, sewer, and other necessary facilities. Zoning and development standards are one way the City implements

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the policy direction outlined in the Comprehensive Plan. With this proposal, the City aims to implement Comprehensive Plan policies related to ADUs:

**Land Use Policy 7.5** Encourage accessory dwelling units, family-sized units, and other housing types that are attractive and affordable, and that are compatible with the development pattern and building scale in single-family areas in order to make the opportunity in single-family areas more accessible to a broad range of households and incomes, including lower-income households.

**Land Use Policy 7.12** Emphasize measures that can increase housing choices for low-income individuals and families when considering changes to development standards in single-family areas.

(My underlinings.)

For additional examples, in Exhibit 1-1 of the ADU EIS, the report states:

#### Impacts

The analysis of housing and socioeconomics considered how proposed Land Use Code changes could alter the underlying real-estate economics in single-family zones. We considered the impacts the proposal could have on housing affordability and displacement.

##### Alternative 1:

Housing affordability and displacement in the study area would continue to be a concern and burden for many Seattle residents. The creation of fewer ADUs under Alternative 1 (No Action) compared to both action alternatives would result in fewer housing options available in the study area, putting greater upward pressure on housing prices and resulting in greater potential for economic displacement. Alternative 1 (No Action) would result in marginally more teardowns than both action alternatives, resulting in greater potential for physical displacement.

##### Alternative 2:

While the affordability of housing would remain a concern and burden for many Seattle residents, the creation of additional ADUs under Alternative 2 would increase the number of housing choices available in the study area compared to Alternative 1 (No Action). This would have a positive impact on affordability and decrease the potential for economic displacement because the additional housing supply could marginally reduce upward pressure on rents and housing prices. Alternative 2 could result in fewer teardowns than Alternative 1 (No Action), which would reduce the potential for physical displacement.

##### Alternative 3:

The beneficial impacts on housing affordability under Alternative 3 would be similar to, but slightly less than, Alternative 2 since fewer ADUs would be created. Of the three alternatives, we estimate that Alternative 3 would result in the fewest teardowns, giving it the greatest potential to reduce physical displacement impacts.

However, in the section titled "Mitigation, the report states that for Alternatives 2 and 3:

#### Mitigation

1

Based on the results of the analysis, the proposed Land Use Code changes would have marginal benefits on housing affordability and would not increase displacement impacts. Therefore, no mitigation measures are proposed.

(Again, all underlining is mine.)

So it seems that we have proposals to make major changes to the Seattle Land Use Code to improve housing affordability, and the city's own analysis of these proposals states clearly and simply that the impact of these proposals will have "marginal" - -which means negligible or trivial-- positive impact on housing affordability!

What is a citizen to think? Either housing affordability is not the true objective of the proposals; or the city's analysis of the proposals impacts are wrong, which leads me to question whether its other analyses may also be wrong. For example, regarding aesthetics, parking, public services and utilities, the report says on pages 1-9 through 1-12, that there will be no significant adverse impacts either from alternative 2 or alternative 3.

Simply and honestly, the city's own ADU/DADU EIS makes it clear that either there is a trivial or negligible benefit from Alternative 2 or 3 on housing affordability; or the city's own analysis is profoundly flawed and mistaken; or both are true. Therefore the current law (Alternative 1) for now obviously remains the best option.

Sincerely,

Richard Gordon  
7038 24th Ave NE  
Seattle WA 98115

1

**From:** [The Greigs](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU approval for Owner-occupancy properties  
**Date:** Friday, June 15, 2018 5:28:19 PM

---

I am for removing the barrier for owner-occupancy properties to create an ADU on their property.

1

**From:** [Marie Haggberg](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU Draft EIS Comments  
**Date:** Sunday, June 24, 2018 8:08:48 AM

---

Below please find my comments on the Draft EIS for ADUs.

#### INCENTIVES FOR “GREEN BUILDING” CONSTRUCTION

1

This is an excellent idea which I support.

#### PARKING REQUIREMENTS

This should be refined to account for the availability and convenience of mass transit access and per-capita car ownership by neighborhood; eliminating parking in a mass transit-rich area like Capitol Hill would have a very different impact than doing so in neighborhoods like Sand Point, Phinney Ridge, etc.

2

#### MAXIMUM NUMBER OF ADUs/DADUs

I support a single ADU or DADU per lot.

3

#### REDUCING DEVELOPMENT CHARGES BASED ON TENANT INCOME

The administrative costs of this are unclear, and would seem to require a monitoring system and further bureaucratic burden on homeowners.

4

#### OWNER OCCUPANCY

As a condominium homeowner, I have concerns about eliminating the owner occupancy requirement, based on experience in our building. I believe the majority of homeowners will act responsibly and address poor tenant behavior, as they have in our development. Such responsibility cannot be guaranteed, however; requiring owner occupancy will help ensure that surrounding homes will not be burdened by a difficult tenant situation.

5

Thank you.

Marie Haggberg  
303 N 44 St Unit 105  
Seattle WA 98103

**From:** [Marlow Harris](#)  
**Cc:** [ADUEIS](#)  
**Subject:** Comments about new rules for ADU's and DADU's  
**Date:** Monday, June 04, 2018 8:37:42 AM

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Hello!

I have first-hand experience in trying to legalize a 60+ year old DADU on my property.

I am begging the Seattle City Council to please SIMPLIFY the rules regarding Mother-in-Law apartments, Accessory Dwelling units and Detached Accessory Dwelling Units.

1

In our situation, we have a charming cottage with bath and food prep area, that is cost-prohibitive to convert to a legal and permitted unit.

And while this is not my particular situation, I am also asking the City Council to legalize "apodments" and making it easier to build, as if we're looking for density, then it doesn't make any sense to require so much square footage for these apartments. Many young folks live in dormitory's and we don't think that's wrong... so please don't place arbitrary square footage limits and impede building these smaller units.

2

Thank you for your consideration.

Sincerely,

Marlow Harris  
Residential and Investment Consultant  
Windermere Real Estate 1112 19th Ave. E., Seattle WA 98112  
Website: <http://www.SeattleDreamHomes.com>  
Connect on Facebook: <https://www.facebook.com/SeattleDreamHomes>  
Twitter: <http://twitter.com/marlowharris>  
Office: 206-329-3795 Cell: 206-226-7014 Fax: 206-328-1716

**From:** [Rob Harrison cPHc](#)  
**To:** [ADUEIS](#)  
**Cc:** [Mosqueda, Teresa](#); [Johnson, Rob](#); [O'Brien, Mike](#)  
**Subject:** Comments on ADU EIS  
**Date:** Thursday, May 31, 2018 4:14:31 PM

I have reviewed the ADU DEIS, and I strongly support including the following modifications in the final ADU EIS. I generally agree with the changes proposed by MOAR Backyard Cottages and others. I have made a few additional suggestions of my own, in blue.

1. Number of ADUs allowed on lots in single-family zones: Lots in single-family zones can have up to two ADUs. *Consideration should be made for up to three ADUs in any combination, including two AADUs within a primary structure, and two DADUs in a back yard as well as one AADU in the primary structure and one DADU in the back yard. People building housing should have the flexibility to respond to the situation in a way that will best suit their needs, budget and the existing house and lot. Two smaller DADUs for example, might allow phasing over time, or siting them to avoid having to cut down trees.* (modification of **Alternative 3**)
2. Off-street parking requirement: **Alternative 2** (no off-street parking requirement) *This will preserve trees, reduce costs, and allow the creation of more ADUs where parking requirements have limited them in the past.*
3. Owner-occupancy requirement: **Alternative 2**: No requirement for an owner to occupy the house, AADU, or DADU.
4. Minimum lot size (for a DADU): **Alternative 2/3**: 3,200 square feet, consideration should be given to reduce to 2,500 square feet if practical for up to one DADU.
5. Maximum gross floor area: **Alternative 2**: AADU 1,000 square feet excluding garage and storage areas; DADU 1,000 square feet, excluding garage and storage areas. An AADU or a DADU may exceed 1,000 square feet if the portion of the structure in which the ADU is located existed on December 31, 2017, and if the ADU is located on one level. *If as in #1, two DADUs are allowed, the total square footage could be limited to 1,000 ft<sup>2</sup>.*
6. Maximum height: **Alternative 2**: Height limits are 1 to 3 feet higher than existing limits, depending on lot width; allow 1 to 2 additional feet for a DADU that meets green roof standards and ultra-low energy green building standards. Consideration for a blanket 3 feet higher than existing limits, and *include a height bonus for all green building programs allowed per DR12-2018. Also consider standardizing height limits across all lot widths, to make it easier for stock plans to be used. It's really hard to get the insulation you need in the roof for a ultra-low energy backyard cottage and still have room to stand up. Extra height ought to be allowed for backyard cottages that are going for Passive House. Also, measure height to roof sheathing rather than roofing. Building science suggests having one third of insulation outside of the sheathing is best for durability and protection against mold and mildew.*
7. Lot coverage: No change, except: Consider measuring setbacks to the wall sheathing rather than siding (like the rest of Washington State does). *In a very small building because of skin-to-floor-area ratio, to get the insulation you need to achieve Passive House you need a thick wall, too, and that cuts into floor space.*
8. Rear yard coverage: **Alternative 2/3**: 60 percent of rear yard can be covered by a DADU and other accessory structures, if the DADU is 15 feet or less in height. Rear yard coverage for structures other than a DADU cannot exceed 40 percent.
9. Roof features: **Alternative 2/3**: Height limit exceptions are allowed for projections like dormers that add interior space, subject to the provisions applicable to single-family houses. *These can make DADUs more interesting and nicer looking, as well as making interior space more useable and pleasant.*
10. Location of DADU entry: **Alternative 2/3**: DADU entrances can be on any façade. *Different lots may require different solutions. Let designers and owners decide what best suits their situation.*

11. Maximum household size: **Alternative 2:** Any number of related people, or up to eight unrelated people, can live on lots in single-family zone with an AADU or a DADU. If the lot has an AADU and a DADU, the limit is 12. Consideration should be given to increasing the number or changing the calculation to include more depending on total number of bedrooms, and exemptions for children, or removing the “related” language altogether. *We should make our zoning consistent with modern life, in which “families” have many different configurations.*
12. MHA requirements: **Alternative 2:** No change from Alternative 1 (No Action). Considerations should be made for programmatic or other incentives to reach deeper affordability.
13. Predevelopment Costs: I oppose the Mayor’s initiative to provide pre-approved plans. I also oppose reducing predevelopment costs *unless* there are affordable rental requirements similar to MFTE tied to ADUs created by owners who take advantage of those reductions.
14. Maximum floor area ratio (FAR) limit: **Alternative 3: New Construction:** FAR limits apply to development in single-family zones. New houses (i.e., principal structures) are subject to a FAR limit of 0.5 or 2,500 square feet, whichever is greater. Below-grade floor area and floor area in DADUs is exempt. ADU size limit applies. **Existing houses:** Existing lots in single-family zones exceeding the FAR or 2,500-square-foot limits can convert existing space to an AADU and add a DADU subject to the size limit above. *Consider an exception to FAR limits for existing houses redeveloped or new houses designed to accommodate co-living arrangements including multigenerational housing and Baugruppen.*

12

13

14

15

Thank you.

Rob Harrison cPHc  
Certified Passive House Consultant  
HARRISON architects

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Seattle, WA 98101-2120  
(206) 956-0883

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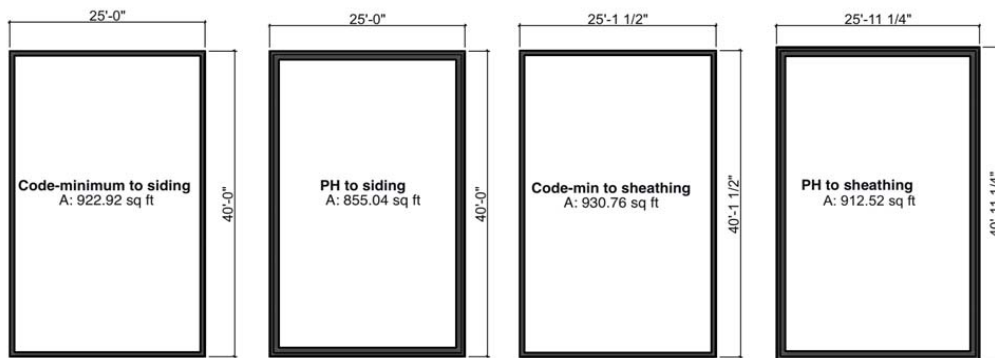
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From: Rob Harrison cPHc  
To: ADUEIS  
Subject: Measure Setbacks and Height to Sheathing  
Date: Monday, June 25, 2018 4:47:19 PM  
Attachments: Screenshot 2018-06-25 16:09:02.png

Why Measuring Setbacks to Sheathing Rather than Siding is Necessary:  
A 25 x 40 house/DADU has 68 SF less interior space than one built to code-minimum. (A big bathroom's worth!) Setbacks are measured to sheathing in the rest of WA State, but not in Seattle. Let's be consistent!



Conventional Assembly: Siding/Sheathing/2x6 with insulation/GWB.  
PH Assembly: Siding/3/4" Rainscreen/4" rigid insulation/sheathing/2x8 with insulation/GWB.

Let's not penalize people who would like to build in ways that will help Seattle meet its carbon neutral goals. And remember, this level of energy efficiency will be code-minimum in Seattle in less than ten years.

Building science suggests that the best wall to minimize mold and moisture issues has one third of its insulation value outside of the sheathing, and uses a rain screen system with air space behind the siding.

Likewise, continuing the rigid insulation up over roof sheathing is good practice, so height should be measured to top of sheathing.

Thank you.

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**From:** [Kari Hatlen](#)  
**To:** [ADUEIS](#)  
**Subject:** 3 homes on one lot?  
**Date:** Thursday, May 31, 2018 1:06:29 PM

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If this passes, it could desalinate a community like many on upper Queen Anne - a true single-family home community that is still very urban, and without providing any real affordable housing. There is much research showing that allowing multiple homes on a single lot in an expensive area like this only leads to 3 expensive homes. Why not explore the option of offering tax credits or similar for people who will offer their rentals (we have 3!) for much less than “market value”? We would do this for at least 2 of our properties

Please don't pass this troubled measure as written. It will hurt more than it helps!

Kari Hatlen

Sent from my iPhone

**From:** [Joe Herrin](#)  
**To:** [ADUEIS](#)  
**Subject:** comment on ADU DEIS  
**Date:** Friday, June 22, 2018 10:42:16 AM

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With respect to the Alternatives studied under the DEIS, I am primarily concerned about the issue of owner-occupancy. I understand that retaining this requirement may be slow development somewhat, however I believe it is a requirement worth keeping. Owner-occupied dwellings are better cared for and build stronger, safer communities. Further, I fear that bottom of the barrel developers (the same folks that have built out our L-1, L-2 and L-3 zones with cheap, horribly built townhouses) will move into our established single-family neighborhoods with a flood of poorly designed and built triplexes.

I understand that the City assumes this type of development is unlikely, as it is not a situation where each unit can be sold individually. I beg to differ in that assumption. Triplex development represents a fantastic investment opportunity given the tax write-off potential and high rents afforded by this type of development. There are a lot of baby-boomers that would find this a great retirement investment opportunity – providing monthly income into their twilight years while building equity and minimizing tax liabilities.

Regarding the notion that one owner requirement would lessen speculative development, couldn't units be sold individually as condominiums? Our current state condominium law makes this type of development unattractive due to litigation risk, but what if the law is changed? I assume there is mounting pressure to do so at the state level given the rising cost of housing. If I am right, we will begin to see well-established, primarily owner occupied neighborhoods slowly destroyed by low-grade cardboard box rental development. Perhaps there are areas within existing single family zones, such as areas adjacent to multi-family zones with abundant rapid transit, areas with a large pre-existing rental housing stock, or areas in need of revitalization where eliminating the owner-occupancy requirement makes sense. In other areas I believe that the requirement should be maintained.

Respectfully,

Joseph Herrin  
6602 E Green Lake Way N  
Seattle, WA 98103

1

**From:** [Eileen H](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments about ADU's Draft EIS (for Accessory Dwelling Units in Seattle)  
**Date:** Monday, June 25, 2018 9:29:41 PM

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To City of Seattle, Staff, Councilmembers and Mayor Durkan,

I took the bus downtown to attend the public hearing on the Draft EIS for the AADUs and DADUs on May 31, 2018 and made a comment near the end of the meeting on behalf of my husband and myself. I state this to show I have strong feelings about this topic and took the time to travel downtown for the public hearing. That meeting was dominated by groups within the city and there were not many individuals who spoke. Please keep in mind that you may not know how a vast portion of the Seattle populace feels about these proposals. We also worry that the city will go ahead with Alternative 2 or 3 just because staff has spent substantial time on developing these alternatives and the city wants to show it's doing something to increase the number of affordable housing units.

1

There are other ways to produce many more affordable units than with Alternatives 2 and 3. Please see Danny Westneat's column in the Seattle Times dated June 3, 2018 for other ways to create many housing units than would be developed from Alternatives 2 or 3.

We understand the need for more affordable housing units in the city. However, these proposals seem like they will mostly benefit Seattle residents who are financially strong enough to bear the cost of adding AADU's and/or DADUs. Yes there are ways to reduce the cost such as a pre-approved catalogue of units as was requested by FutureWise.

We are not opposed to Alternatives 1 and 3 in areas of the city of Seattle that have concrete curbs, concrete sidewalks and good storm water management such as south of N. 85<sup>th</sup> St. We live in Broadview in the northwest part of the city where these crucial factors are lacking. We think the city should only implement Alternatives 1 or 3 in areas of the city that already have these essential services and safety features.

We think Alternatives 2 and 3 should not be implemented in areas of the city lacking good urban infrastructure needed for safe and healthful daily living like concrete curbs, concrete sidewalks and good storm water management. All of these features are need to be present in a large section of Seattle before Alternatives 2 or 3 are allowed (not just a 2 to 5 block area with some sidewalks and storm water improvements like they've done in Broadview and other areas of Seattle). If Alternative 2 or 3 is approved for the entire city, then areas without sidewalks, or lacking continuous sidewalks, will have more children and adults walking in the street which is not safe for pedestrians or vehicles. It is dark and rainy much of the year when people are walking to and from bus stops to go to work or school.

2

-  
Every area of Seattle is not the same and these large blanket proposals do not take into account differences between Seattle's neighborhoods. North Seattle, north of N. 85<sup>th</sup> St./NW 85<sup>th</sup> St./NE 85<sup>th</sup> St. was annexed into Seattle in January, 1954. The city has done very little in 64 years to add urban safety features such as concrete curbs and concrete sidewalks. To us it does not seem fair to

homeowners, landlords and business owners in North Seattle who have paid taxes for over 6 decades and have gotten little infrastructure improvements from the City of Seattle. We know there are areas of South Seattle that also lack necessary infrastructure and we advocate for these areas of the city as well; not just for Broadview or the North End of Seattle.

As we get older the lack of good quality sidewalks (not narrow, uneven, cracked asphalt sidewalks) bothers us more and more. There are hardly any sidewalks along Greenwood Ave N. between N. 112<sup>th</sup> St. and N. 145<sup>th</sup> St., a distance of about two miles. We can still walk to Carkeek Park but our hearing is not quite as sharp as when we were younger, so walking there and back in the street due to no sidewalk is more dangerous. Other major parks in Seattle are accessible by concrete sidewalks such as Discovery Park, Green Lake, Alki Beach and Lincoln Park. We mention access to parks because renters in AADUs and DADUs will likely want access to parks also. Broadview and other north and south end parts of the city should get these standard safety amenities before we keep adding more density.

2

We also think the city should require developers to build a mix of sizes in rental units so there's more studio apartments and small one bedroom units that are more affordable. We also think the city should require developers to build low income units in their projects and not just be allowed to put money toward later development of low income units because it always costs more later to build other units. In large projects developers should have to incorporate space for health services for low income people (mental and physical health services).

3

We hope you sincerely consider our proposal to limit Alternatives 2 or 3 to sections of the city that have long benefited from concrete curbs, concrete sidewalks and good storm water management (at least much better than we have in Broadview). If and when these currently underserved areas of Seattle get these needed safety and health infrastructure improvements, then they could appropriately handle greater density.

Sincerely,  
Eileen Hiram and Victor Gosciwski  
11735 2<sup>nd</sup> Ave NW  
Seattle, WA 98177  
[vveevv@comcast.net](mailto:vveevv@comcast.net)

**From:** [sh sh](#)  
**To:** [ADUEIS](#)  
**Subject:** Draft EIS Comment  
**Date:** Monday, June 25, 2018 9:59:02 PM

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My family of four (2 adults, 2 children) has lived in our present apartment in Capitol Hill (District 3) for 8 years. My husband and I have lived in Capitol Hill and/or the Central District since 2001. Unfortunately, we are moving to the Northgate area this summer because we can't afford to live in our neighborhood anymore. The rent for our 2 bedroom apartment was raised \$400 per month in 2015 and was raised nearly another \$300 per month in 2016, with our landlord noting it was still "below market rate". Other neighbors have moved out to West Seattle and Rainier Beach. Here we're able walk to grocery stores, the library, schools, many nice parks, children's activities, the doctor's office and more, and take short bus or train rides everywhere else. We are moving into a neighborhood with no sidewalks. It's within walking distance of one small park. Unfortunately we're going to drive to commute back to Capitol Hill for school and activities, because the bus commute comes to about 55 minutes one way. We couldn't afford to buy a car if we had to, but we recently inherited an old one after a death in the family.

1

There is a severe housing shortage and affordability crisis in our city - at worst it's forcing people into living in their cars or literally on the street, at best it's pushing people out of their longtime neighborhoods (and in the process putting more people in cars - creating more pollution and traffic).

I support the creation of more housing, and the creation of permanently affordable public housing. I support expanded public transit, Vision Zero, pedestrian safety, and protected bike lanes / bicycle infrastructure. I support the elimination of "single family" zoning and the legalization of plexes- duplex, triplex, four, five, and six-plexes throughout the city. I support taxing the wealthy. I support more AADUs and DADUs and I'd like to see the final EIS recommend:

1. Flexibility to choose the best fit and type when creating ADU's. Allow owners to make two ADUs either both attached to the primary dwelling or one attached, one detached, or both in a detached structure.

2

2. Elimination of the parking requirement for ADUs regardless of number. Providing parking is often expensive, unnecessary, and in many cases not feasible. Prioritize vegetation and open space over vehicle storage.

3

3. Removal of the owner occupancy restriction. Owners of backyard cottages in Seattle surveyed by OPCD stated the greatest barrier to creating a DADU was the owner occupancy restriction.

4

4. Elimination of minimum lot size for ADUs. If you can put a house on it, you should also be able to create an ADU, within the same bulk restrictions allowed by the zone. Fourteen percent of Seattle lots

5

fall below the current lot size threshold and they are often in neighborhoods with the best access to transit, schools, parks and jobs, exactly where most people would like to live.

5. Increasing the allowed gross floor area for detached accessory dwelling units for 1000 square feet and attached dwellings units to 1500 square feet. This small increase will lead to more two bedroom plus dwellings for the larger Seattle households. Separating non-livable space from the accessory dwelling unit's gross floor area calculation will increase the number of dwellings that can be constructed on top of or adjacent to existing garages by allowing for more flexibility on constrained sites. Requiring occupancy separation and separate entrance to living and storage spaces would reduce illegal conversions.

6

6. More allowable rear yard coverage. Having increased rear yard coverage allows additional flexibility in design, to preserve trees, yard space, or existing accessory structures.

7

7. Incremental increases in size and height allowances and options for roof features such as dormers and green roofs. These cottages are still 10 feet shorter than what is allowed for the primary residence.

8

8. Support raising maximum household size, total number of residents on site to 12

9

9. Do not apply Mandatory Housing Affordability. Many of the ADUs we have are used for family, or rented well below market. Adding a potentially five figure fee at their creation for affordable housing elsewhere would drastically reduce the ability of everyday people to make their own contribution to affordable housing on their own land.

10

10. Reduce pre-development costs and streamline permitting by dedicating specialized reviewers to ADU/ DADU projects. With three dedicated staff positions, DCI could reduce the turnaround on permit reviews to a matter of weeks rather than months. If the city pre-approved stock plans with a list of available zoning departures, such as 2 extra feet of allowable height for sloping lots, residents who want to build an ADU have a clear and predictable pathway through permitting.

11

11. Studying how limiting new principal structures to .5 FAR can incentivize the creation of additional attached and detached accessory dwellings, and limit displacement/ demolition/ gentrification. Additional FAR bonuses for green building, specific site conditions such as alley and corners should also be a component of this study.

12

Sara Hofmann

**From:** [Brett Holverstott](#)  
**To:** [ADUEIS](#)  
**Subject:** comment on proposed DADU regulations  
**Date:** Thursday, May 31, 2018 12:13:03 PM

---

Hi Aly,

I am an architect in Seattle involved with several backyard DADU projects. Yesterday I reviewed the proposal for code changes and would like to comment on one item that has made planning for DADU's particularly cumbersome in design.

1

The maximum height limit for the DADU (what in the code is called the "base height limit) is currently 12-16 feet based on lot widths. I see that this height is increasing slightly for some of these lots. Incidentally there is no increase in height for lots 40-50 feet in width, which remains at 16 feet.

In traditional platform construction, the height of the structure is the sum of the following:

standard height of plate from grade: 6"  
standard wall with three plates: 8'-1 1/8"  
standard TJI floor assembly: 12 5/8"  
standard wall with three plates: 8'-1 1/8"  
standard TJI roof thickness: 12 5/8"

The sum of these layers for a two story structure is: 18'-9 1/2". This is the "base height" for a conventional two-story structure with 8 foot ceilings throughout. Clients typically expect 8 foot ceilings in new construction.

2

There is also a code requirement that pertains to head height at interior stairs. If a stair runs along the low side of the ceiling, either at a gable or at the low side of a shed, you are required to provide a minimum of 6'-8" at the top landing. If we assume a sloped roof, this means a base height of at least 17'-5".

In order to drop the height further, we can:

\* Reduce the depth of floor structure. (We have used CLT as an expensive option for a 5-1/2" floor. Harder to do if it is over a garage due to the energy code requirements. Best case we are now down to 17 feet.)

\* Sink the house into the ground below grade. While this is standard practice for site-built homes that utilize a slab, it is a much less proven detail for modular, in which a wood framed module is being set into a concrete foundation or slab and water-proofed. (I am working within both paradigms and currently have a dozen active modular projects on my desk, some of which are DADU's.)

\* Bring the stair landing away from the lowest area of the ceiling.

\* Provide a dormer over the landing.

All of these are moves that impact the design or cost of the structure. The city could alleviate

our constraints somewhat **if the base height requirement for more lot widths increased to 18'**, giving us a better chance of getting 7 foot high ceilings at the lowest point of the roof, enabling stair landings, entry doors, and so forth.

Please let me know if you have any questions.

Thank you.

--

Brett Holverstott | Architect

**Christian Gladu Design** | Residential Design • Prefab

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Bend Studio 30 SW Century Dr., STE #120 | Bend, Oregon 97702  
Seattle 206 257 3911 x3 | Bend 541 848 4523 x3 | Mobile 206 251 8947 [www.gladudesign.com](http://www.gladudesign.com)

**From:** [D.B. Hurley](#)  
**To:** [ADUEIS](#)  
**Subject:** DADU  
**Date:** Thursday, May 10, 2018 9:31:49 AM

---

I support the city of Seattle eliminating the off street parking requirement. Four-plexs are being built without any such requirement.

1

Regards,  
D. Brad Hurley  
6601 39th Ave SW  
Seattle

**From:** [Susan Ingham](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments for ADU - EIS  
**Date:** Friday, June 22, 2018 4:58:40 PM

---

To Whom it may concern:

I am strongly opposed to removing the requirement of home ownership for DADU and ADU construction. This will make it easier for developers to construct for-profit tri-plexes in single-family zones. Please do not include this provision.

1

Please also propose a third option instead of "all or nothing" as is required by law. I think there is a middle ground that may be best instead of going for all or nothing with these measures.

2

I am generally in favor of eliminating the parking requirement and increasing SF for DADUs.

3

Thanks,

Susan Ingham

**From:** [Tom Jagielo](#)  
**To:** [ADUEIS](#)  
**Subject:** Support Alternative 2 1  
**Date:** Monday, June 04, 2018 8:50:13 AM

---

Thank you

Tom Jagielo  
360-791-9089

**From:** [Kathy Johnson](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU draft EIS  
**Date:** Thursday, May 31, 2018 11:40:42 AM

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I am writing to support the EIS position that allows for both the ADU and the DADU on one lot. There is a lot of capacity in the city for additional density. Many existing homes have adequate lot coverage capacity to create both units. Everything that I have read, this will help preserve the smaller historic homes instead of being attractive tear downs for mega-houses.

With a city that is in a housing crisis, and at the same time the average household size decreasing, its a no-brainer to allow for this minor change in the zoning code. The demand for various housing types to support various job markets and housing situations is there.

I was on the Wallingford Community Council when the original ADU legislation was passed and it was couched by activists as the end of single family housing as we know it. We all know that all of the dire predictions did not materialize.

One issue is the actual construction costs of the detached units. If the city is serious about wanting these "backyard cottages" or "laneway houses". it really needs to work with lenders to have a financing program. It is estimated that a new unit would cost a homeowner close to \$300,000 to construct. To make that money back, the homeowner has to charge market rate.

By either having zero or low cost financing in trade for guaranteed reduced rate for a specified number of years would go a long way to facilitating the construction of additional units.

Please consider creative financing as part of a package to increase program participation.

Sincerely  
Kathy Johnson  
9547 Wallingford Ave N  
Seattle, WA 98103  
206-475-8586

1

2

**From:** [Emily Johnston](#)  
**To:** [ADUEIS](#); [LEG\\_CouncilMembers](#)  
**Subject:** Accessory dwelling unit EIS  
**Date:** Monday, June 25, 2018 2:03:08 PM

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Dear Ms. Pennucci and Council Members,

I'm writing to add a brief additional voice to Alice Lockhart's comprehensive letter regarding the ADUEIS.

Above all other things local, Seattle needs more affordable housing. Above all other things global, we need immediate and bold solutions to the climate crisis. Strangely enough, our ADU policies can serve both purposes, but only if we view them through this lens: how do we quickly provide large amounts of affordable, sustainable housing? We need

1

1. Flexibility (the ability to have up to three ADU's, so that we encourage--for example--empty-nest homeowners to split larger homes into multiple units, as well as adding a DADU)
2. Streamlined processes (so that approval is predictable and swift, including for options like extra-height-for-green-building)
3. Financial incentives (development fee waivers; low-interest loans for low-income homeowners; perhaps staff time to help homeowners sort through local, state, and federal possibilities for grants or low-interest loans)

2

And most of all, to implement these three things, we need imagination--both the imagination to see how we can shape our communities to be more welcoming, more financially secure, and more vibrant, and *also* the imagination to see where this is headed if we don't. Seattle is frankly already getting dystopian for people lower on the income scale--with additional normal growth, let alone the sharp rise in population that's likely if scientists are right that this region is going to be one of the most livable in coming decades as the climate changes, it will start to hit levels of inequality generally only seen in undeveloped countries or science fiction.

3

That is not what I want to happen to the city that I love, but I can certainly see the threat of it coming.

By acting now to make ADU's easier and more affordable to build, we can keep from pushing more people onto the streets or out of the city. As a city that wants to be progressive and has ambitions to be a climate leader, that's the most important thing we can do. It's time we started acting like it.

Many thanks.  
Emily Johnston  
350 Seattle

**From:** [R.K](#)  
**To:** [ADUEIS](#)  
**Cc:** [Durkan, Jenny](#); [Welch, Nicolas](#); [O'Brien, Mike](#); [Harrell, Bruce](#); [Bagshaw, Sally](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [Johnson, Rob](#); [Juarez, Debora](#); [Sawant, Kshama](#); [Pennucci, Aly](#); [Freeman, Ketil](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [Brand, Jesseca](#); [Sparman, Goran](#)  
**Subject:** Seattle Land Use. ADU-DADU EIS.  
**Date:** Sunday, June 24, 2018 11:59:27 PM

---

25 June 2018.

Seattle Land Use. ADU-DADU EIS.

TO:  
ADUEIS@seattle.gov  
CC:

Jenny.Durkan@seattle.gov; Nicolas.Welch@seattle.gov; Mike.Obrien@seattle.gov;  
Bruce.Harrell@seattle.gov; Sally.Bagshaw@seattle.gov; Teresa.Mosqueda@seattle.gov;  
Lorena.Gonzalez@seattle.gov; Lisa.Herbold@seattle.gov; Rob.Johnson@seattle.gov;  
Debora.Juarez@seattle.gov; Kshama.Sawant@seattle.gov; Aly.Pennucci@seattle.gov;  
Ketil.Freeman@seattle.gov; Geoffrey.Wentlandt@seattle.gov; Nathan.Torgelson@seattle.gov;  
Andres.Mantilla@seattle.gov; Jesseca.Brand@seattle.gov; Goran.Sparman@Seattle.gov

The impact analysis is legally and morally obligated to consider the range of possible outcomes, and it does not meet this obligation when it assumes that the new units will be spread evenly throughout the city, which is both unlikely, and not the most impacting scenario.

- Rick K.  
Seattle

1

**From:** [chris@seattlebydesign.com](mailto:chris@seattlebydesign.com)  
**To:** [ADUEIS](#)  
**Subject:** ADU Regulations comment  
**Date:** Tuesday, May 22, 2018 4:22:11 PM  
**Attachments:** [ChrisKallin.png](#)  
[Logo - RSIR.png](#)

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I'm in favor of any option that increases density at the SFH level. That said, I prefer alternative 3 as it's been presented.

1



[Chris Kallin](#) | Broker | [SeattlebyDesign](#)  
Realogics Sotheby's International Realty  
2715 First Avenue, Seattle 98121  
206.999.6920



**From:** [Jonathan Karakowski](#)  
**To:** [ADUEIS](#)  
**Subject:** Draft ADU EIS comments  
**Date:** Monday, June 25, 2018 3:27:51 PM

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Thank you for giving me the opportunity to comment on the draft ADU EIS. Since I have a fairly lengthy response, I'll make a few general statements first, then provide more specific feedback on just a single area, parking analysis.

After reading the document, I am unconvinced that the City did an adequate job of assessing the environmental impacts of the proposed land use changes. First, it fails to fully take into account the wide-ranging geography and existing building patterns of the city. One example of this is the assessment of the water supply. Seattle's neighborhoods are not equally blessed with brand-new, modern supply systems, and some (particularly older) areas may not be able to handle even small changes in demand. I would expect a comprehensive study to determine whether these changes could be tolerated in the water systems in individual areas, rather than the city as a whole. If the City comes to the conclusion that such a study is infeasible (as it does in the context of a city-wide parking study), this is a sign that these changes are too large to be implemented together and should be broken into smaller, more manageable pieces.

1

In addition, it may be true that the city as a whole has excess capacity and water usage is generally declining, as stated without proof on pages 4-151 and 4-158. However, supply is not infinite, there is still non-trivial demand for water, and our area is prone to summer droughts. This requires quantitative study that was not performed in the EIS.

My second general comment is that the study fails to adequately explore the individual effects of each of the proposed changes. All of the changes are bundled into 2 options that are studied as a unit, along with a 3<sup>rd</sup> option, the status quo.

For example, what is the effect of eliminating the owner occupancy requirement? I don't know the answer after reading this document as I can't find any detailed analysis of this question.

2

However, I do read that Vancouver, BC, has already adopted this policy, and the City indicates that some of Vancouver's ADU policies are worthy of emulation. Vancouver has a homelessness and affordability crisis at least as bad as Seattle. It seems like a worthwhile exercise to determine how the individual policies have worked in Vancouver and elsewhere before attempting to implement them here.

I've chosen the owner occupancy requirement as just one example. Each of the individual changes could be explored more fully.

Next, I'd like to provide more specific feedback on the parking study.

No evidence has been provided that the method described in Appendix B is an adequate estimate of city-wide parking availability. Have other cities used this method for similar purposes? Is this method the industry standard? No relevant references are given.

3

Quite frankly, it is hard to believe that counting cars in 2 small neighborhoods on a single Friday night could provide an adequate estimate of parking availability for all of Seattle north of downtown, when there is so much diversity in geography, transit availability, and otherwise. I believe that further justification of these methods is warranted,

especially considering the magnitude of the proposed changes to the city's Land Use Code.

How exactly were the parking study locations (labeled Northwest, Northeast, Southwest, and Southeast) chosen? What evidence is there that these areas are representative of the city as a whole? In fact, it seems clear that they aren't. One of them is centered around a major commercial district (Alaska Junction), a second is adjacent to a major transit hub (Northgate), and a third (Southwest) is so small (327 parking spaces) and non-contiguous (not a single complete block ) that's it hard to understand how any relevant city-wide information could be gained from its study.

3

On page B-8, it is stated that the study uses the methodology described in the CAM117 publication. However, page 6 of this publication states that: "At least two different days should be surveyed, and these should either be Tuesday, Wednesday or Thursday of the same or successive weeks." Only the Southwest count follows this recommendation. The Northwest and Northeast counts were performed on a single (and the same) Friday, while the Southeast count was performed on a Wednesday. Please either 1) change the description to indicate which parts of CAM117 were used, or 2) update the analysis so it complies with the publication.

4

A few notes on individual diagrams:

Exhibit 4.4-10: The section of Queen Anne served exclusively by routes 2 and 29 is incorrectly marked as 15-minute frequency. It meets neither criterion of the definition of frequent service, i.e. there are several hours during the day with fewer than 3 scheduled trips, and the average number of hourly trips between 6am and 7pm is less than 4. Please update this corridor (running from the intersection of 7<sup>th</sup> Ave W and W Raye St to the intersection of W Galer St and Queen Anne Ave N) as having "any frequency".

5

Exhibit 4.4-11: The number of parcels in each category needs to be recalculated to account for the error described above.

6

Exhibit 4.4-12: The map needs to be corrected to account for the error in Queen Anne transit frequency described above. Also, the 3 colors used for the bus stops are very close in hue and are difficult to distinguish.

7

Exhibit 4.4-13 and 4.4-14. Why is the Full Build-Out scenario presented in section 4.3 not studied? It is claimed without justification that this is not an expected outcome. Since it's included in the document, its effects should be studied. The effects of the proposed changes will extend well beyond 2027, so it seems relevant that longer-term and Full Build-Out scenarios be included.

8

Exhibit B-12 through B-15: Please include street names or other identifiers so the

9

locations can be easily identified.

Exhibit B-14. The map is not oriented with the usual convention that north points up. Please either orient the map conventionally or include a compass rose.

10

Exhibit 4.1-9: All four parcel types include the assumption of 2 parking spaces per parcel. This is not universal throughout the city (e.g., I and many of my neighbors have fewer than 2 spaces), so please include analyses with more realistic assumptions.

11

Thank you for taking the time to review my comments on the Draft EIS. I look forward to seeing the Final EIS later this year to be able to better understand the effects of the proposed Land Use Code changes on our city.

Sincerely,  
Jonathan Karakowski

**From:** [Andy Katz](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU EIS comments: Please implement Alternative 2 with 2nd allowable ADU  
**Date:** Sunday, June 10, 2018 11:19:53 PM

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Hello and thank you for all of your outreach efforts on top of a lengthy, exhaustive, and well supported EIS. Generally speaking, I strongly support Alternative 2 along with the option for a second ADU. Folks may have just become aware of Seattle's housing shortage and climate threats, but neither suddenly arose recently. These issues were a long time in the making, and facilitating the creation of AADUs and DADUs is a necessary if insufficient step toward unmaking reversing those problems.

1. Eliminate the parking requirement for ADUs regardless of number.

Providing parking is often expensive, unnecessary, and in many cases infeasible. This will prioritize vegetation and open area over vehicle storage.

1

2. Eliminate minimum lot size for ADUs.

Fourteen percent of Seattle lots fall below the current lot size threshold and they are often in neighborhoods with the best access to transit, schools, parks and jobs. If you can put a house on it, you should also be able to create an ADU by right, within the same bulk restrictions allows by the zone.

2

3. Strike the owner occupancy restriction.

The underlying rationale that renters or landlords are not adequately invested in their communities runs counter to proof throughout Seattle neighborhoods. The majority of Seattle residents are renters, as I have been for ten years. Many historical multifamily buildings which predate zoning coexist with their more recently built neighbors and 27% of Seattle detached houses are rented. Neither Portland nor Vancouver has owner occupancy requirements, and neither has experienced widespread problems with speculation while maintaining high percentages of owner occupancy without need for regulation. Finally owners of Seattle backyard cottages surveyed by OPCD stated the greatest barrier to creating a DADU was the owner occupancy requirement.

3

4. Give owners the freedom to choose best fit and type when creating accessory dwelling units.

Allow owners to make two accessory dwelling units either both as attached to the primary dwelling or one attached, one detached, or both in a detached structure, in front or to side of primary residence. Flexibility is key, as long as the overall form fits within the bulk of currently allowed Single Family Zoned structures.

4

5. Add incremental increases in size and height allowances and options for roof features such as dormers and green roofs. These cottages are still 10 feet shorter than what is allowed for the primary residence.

5

6. Allow more rear yard coverage. Having increased rear yard coverage allows additional flexibility in design, to preserve trees, yard space, or existing accessory structures.

6

7. Increase the allowed gross floor area and allow both attached and detached accessory dwelling units to be the same size.

This small increase will lead to the two bedroom units to account for the needs of larger Seattle households. Separating non-livable space from the accessory dwelling unit's gross floor area calculation will increase the number of dwellings that can be constructed on top of or adjacent to existing garages by allowing for more flexibility on constrained sites. Requiring occupancy separation and separate entrance to living and storage spaces would reduce illegal conversions.

7

8. Reduce pre-development costs and streamline permitting by dedicating specialized reviewers to ADU/ DADU projects. With three dedicated staff positions, DCI could reduce the turnaround on permit reviews to a matter of weeks rather than months. If the city pre-approved stock plans with a list of available zoning departures, such as 2 extra feet of allowable height for sloping lots,

8

residents who want to build an ADU have a clear and predictable pathway through permitting.

9. Study how limiting new principal structures to .5 FAR can incentivize the creation of additional attached and detached accessory dwellings, and limit displacement/ demolition/ gentrification. Additional FAR bonuses for green building, specific site conditions such as alley and corners should also be a component of this study.

10. Do not apply Mandatory Housing Affordability. Many of the ADUs we have are used for family, or rented well below market. Adding a potentially five figure fee at their creation for affordable housing elsewhere would drastically reduce the ability of everyday people to make their own contribution to affordable housing on their own land.

Thank you very much again for your attention and dedicated efforts throughout this long process!

Regards,  
Andy Katz  
District 3 / 98101

On Tue, Jun 5, 2018 at 3:50 PM, ADUEIS <[ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov)> wrote:

Good afternoon,

Thank you to everyone who attending our public hearing last Thursday for our environmental review of the Accessory Dwelling Units (ADU)\* Draft Environmental Impact Statement. Since [issuing the Draft EIS](#) on May 10, we have been receiving comments through our [online comment form](#) and by email, in addition to the comments at the May 31 public hearing. Thank you for giving us your feedback about our environmental review.

As a reminder, the Draft EIS comment period is open until June 25, 2018. To comment, use our [online comment form](#), send us an [email](#), or write to Aly Pennucci, PO Box 34025, Seattle, WA 98124.

For anyone unable to attend the public hearing, the [handout](#) and [boards](#) are available on our project website. You can also watch a [video recording](#) of the public hearing on the Seattle Channel.



*\* ADUs include backyard cottages, known as detached accessory dwelling units (DADUs), and basement apartments, known as attached accessory dwelling units (AADUs).*

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Aly Pennucci, Legislative Analyst, Council Central Staff

Nick Welch, Senior Planner, Office of Planning and Community Development

**From:** [KAREN KEELEY](#)  
**To:** [ADUEIS](#)  
**Subject:** Seattle Public Hearing on 3 Homes per Single Family Lot  
**Date:** Friday, June 01, 2018 2:44:05 PM

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- 1 • Keep Seattle Local: Do not eliminate the current home-owner occupancy for 6 months of the year.
- 2 • Lot Size Minimum reduced from 4,000 to 3,200 square feet will exceed multifamily LR1 density!
- 3 • 63% of Seattle's canopy cover is in Single Family areas. Where will the trees go?
- 4 • Reduced Trees = Increased Surface Temperatures (local climate change)!
- 5 • Keep Off-Street Parking Requirements!
- 6 • No lot subdivisions for 6 to 9 dwellings per lot!
- 7 • ADU permits have already increased significantly in the past three years, so why change?

I strongly agree with all of the points above. Why would the City allow these changes? It will only lead to more overbuilding and ruining of our residential neighborhoods. These changes, along with all of the ways that the City is pro-development (and not enforcing the regulations), is ruining our city. The homeless are NOT living in these huge condos that you are building - in fact, in my neighbor, 3 rentals that house 10 very very low income people (including disabled people) were demolished so that 5 to 6 luxury condos could be built on the 'single lot' properties (the City allowed the single lots (ie one home that paid 'one' property tax to the City) to be demolished, they gave the developer a Lot Line Adjustment, which allowed the developer to increase from 4 to 5 units on these 'double lots'). Additionally, the City is neglecting to enforce the Exceptional Tree provisions which is ruining our environment! Why does the City do this? So the DEVELOPER can squeeze every last dollar out of his 'investment' - he buys the house/lot for \$1 million and sells 5 condos for \$6 million. Sweet deal for him. And the city gives the developer variances to build line to line, and CUT DOWN THESE EXCEPTIONAL trees - it is so wrong.

8

No one at City council supports existing residences - it is very sad and disappointing.

Karen Keeley

**From:** [Robert Kettle](#)  
**To:** [Bagshaw, Sally](#); [ADUEIS](#)  
**Cc:** [Bleck, Alberta](#)  
**Subject:** ADU/DADU DEIS & Next Steps  
**Date:** Thursday, May 31, 2018 2:38:55 PM

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Council member Bagshaw and Ms. Pennucci,

I recognize the Queen Anne Community Council has been negatively portrayed in various media outlets regarding its appeal of the proposal on ADUs/DADUs. Sadly this portrayal is misplaced for the Queen Anne Community Council is in support of development as evidenced in our work on both upper and lower Queen Anne commercial and residential projects. My desire generally is to see this development conducted in concert with other needs of our community to include physical infrastructure improvements, public safety requirements, transportation improvements and plans by the school district for our schools. I won't be able to attend tonight's hearing but wanted to write to express my concern over the ownership piece of the proposal. I ask that the ownership piece be removed from any final proposal so that the increase in ADUs and DADUs be done with the neighborhood in mind and not a developer who likely is not a Queen Anne resident or a Seattle resident but quite possibly a national developer with little care of our community and city.

I am available to speak more on this subject and would welcome an opportunity to do so at another time and place. Thank you.

Best regards, Bob

-----  
Robert Kettle  
[KettleRE@gmail.com](mailto:KettleRE@gmail.com)

Hello Neighbors

**Queen Anne Community Council**  
**Land Use Review Committee**  
**Planning Committee**

**Single Family Up-Zone**  
**Important Public Hearing Reminder**  
**Tonight, 31 May 2018, 5:30pm**

Seattle City Hall, 600 4th Ave, Bertha Knight Landes Room  
Open house will begin at 5:30 p.m. and the public hearing will begin at 6:30 p.m.

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**Dear Neighbors City-Wide;**

I want to remind you that tonight the City will hold a public hearing focused upon the recently released Draft Environment Impact Statement (DEIS) prepared as a result of our appeal last year requiring the City to study all the environmental impacts associated with up-zoning and converting your property and every single-family neighborhood. This proposed up-zone will convert your single-family property and neighborhood to tri-plex and multi-family zoning.

As a reminder, we appealed the Mike O'Brien Backyard Cottage Legislation back in June 2016 as he proposed converting all single-family neighborhoods to multi-family zoning without performing the legally required studies of environmental impacts. Our success in appealing required the city to perform the comprehensive study which has just been completed in the form of the 'DEIS' (Draft Environmental Impact Statement)

Tonight's hearing will offer a presentation by the City of their three proposals between 5:30-6:30pm followed by an opportunity for you to testify and offer your opinions and questions to those officials in attendance. Hopefully the City Council and Mayor's office will join City Planners on the panel to receive your input.

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The **DEIS** has identified three alternatives to consider. The first is no action leaving the current code as is which allows anyone with a lot of 4,000 sq ft or greater to build one ADU or Backyard Cottage; the second is Mike O'Brien's proposal to convert every neighborhood to multi-family zone, take away requirements for parking and ownership including removing other policies that protect all of us; and the third alternative is a hybrid that was added due to our successful appeal of Mayor Murray and CM O'Brien's legislation. Pursuant to the process for accepting public comment, you will have an opportunity to testify tonight and/or write a comment letter as well with a submission deadline of June 25<sup>th</sup> 2018. I encourage you to attend tonight and write a letter as well outlining your comments and concerns pertaining to the City's plan to convert every single-family neighborhood to triplex zoning

**Why should you care?**

Because City Hall wants to eliminate all single family zoned neighborhoods. Among many proposals and changes, the most concerning include the following:

1. Mike O'Brien's proposal is born from a top-down ideology founded upon converting all single-family neighborhoods to multi-family. Have you been asked? O'Brien and City Hall are proposing the largest land use change in the City's history without considering the unique qualities and character of each of our wonderful neighborhoods, and they have advanced these proposals without considering you or your neighborhood!

Most of our neighborhoods have developed 'Neighborhood Plans' that have been respected over decades and upon which we all rely to help define and protect the quality and character of our communities – City Hall has tossed every one aside. Has your neighborhood met with your Councilmember or a city planner to discuss the proposed changes? No! Why?

2. By ignoring you and your community of neighbors and instead legislating top-down proclamations, City Hall is suggesting that every neighborhood is exactly the same; apparently flat with few trees; the very same street widths, parking opportunities and traffic capacities; the same lot sizes and topography; equal access and adjacencies to affordable homes, schools, libraries, community centers, transportation, goods and services; the same public utility capacities; among many other misguided conclusions.
3. The proposals allow for three houses to be built on one property, and three units to be built in one building otherwise known as a triplex.
4. The proposals allow for the elimination of ownership requirements which will encourage rampant speculation and your neighbor's property conversion into a portfolio of multi-family rental units.
5. The proposals allow for 12 unrelated people to live on one property within three units with no on-site parking requirements on lots as small as 3,200 sq ft.
6. Any many others – please drill down into the DEIS and proposals to convert your neighborhood and submit comments.

These are just a few of the important issues for which you should be very concerned and find time to articulate and share your opinions with our mayor, every councilmember, council staff and city planner. And you should ask your councilmember why their proposals to convert your property are justified and why they believe that doing so will produce little change to your community, your property value and have no environment impact. In the next few weeks we will send out a position paper considering the adequacy of the DEIS, offer critique, and suggestions moving forward.

See you tonight,

As always, thanks for your interest and involvement, *(please feel free to forward)*

Martin Henry Kaplan, AIA  
Chair QACC LURC

Previous Email to all Seattleites:

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### **The Backyard Cottage Draft Environmental Impact Statement was just Released**

### **The ADU Draft Environmental Impact Statement (EIS)**

#### **Update:**

Pursuant to our 2016 successful appeal of CM Mike O'Brien's unstudied attempt to convert every single-family property over 3,200 sq ft to tri-plex zoning, the **Hearing Examiner's Decision** directed the City of Seattle to complete a comprehensive environmental impact study. That report has just been released.

Here is the **City's Backyard Cottage webpage**. Please note that the City has changed the name of a Backyard Cottage to an ADU (accessory dwelling unit – attached as a mother-in-law in-house apartment or detached as a DADU or Backyard house).

As this proposed up-zoning of every single-family neighborhood will impact you and over 300,000 citizens, please take a serious look at the study and submit your comments to City Hall upon issues that may concern you. Please feel free to email me with your specific concerns as well, and in addition, please forward this email on to your neighbors, friends, and others who need to become aware and involved!

I will be following up this email in the next few weeks with a detailed review of the issues evaluated within the EIS.

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#### **The City's Notice:**

Thank you for your ongoing interest in policies for accessory dwelling units (ADUs)\* in Seattle. Today we announced the release and public comment period for the **ADU Draft Environmental Impact Statement (EIS)**. We invite you to review and comment on this Draft EIS, which examines potential environmental impacts of proposed Land Use Code changes related to ADUs in single-family zones.

The public comment period for this Draft EIS extends through **June 25, 2018**. You can learn more about this proposal and provide feedback at **seattle.gov/council/ADU-EIS**. Following the Draft EIS comment period, we will prepare a Final EIS that includes responses to all substantive Draft EIS comments that address the environmental analysis. Comments on the Draft EIS stimulate discussion about how to change or modify the proposal to further protect the environment.

#### **You can comment in several ways:**

- Via the **online comment form**
- Via e-mail to **ADUEIS@seattle.gov**
- In writing to: **Aly Pennucci, PO Box 34025 Seattle, WA 98124-4025**
- In person at the Draft EIS Hearing and Open House on **Thursday, May**

**31, 2018**

Hearing location: Seattle City Hall, 600 4th Ave, Bertha Knight Landes room

The open house will begin at 5:30 p.m. and the public hearing will begin at 6:30 p.m.

Thanks again for participating in our effort to encourage more small-scale housing options in Seattle's neighborhoods. For more information about the EIS, visit [seattle.gov/council/ADU-EIS](http://seattle.gov/council/ADU-EIS).

*\* ADUs include backyard cottages, known as detached accessory dwelling units (DADUs), and in-law apartments, known as attached accessory dwelling units (AADUs)*

**From:** [Pennucci, Aly](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: DEIS  
**Date:** Monday, June 25, 2018 8:32:35 AM

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Aly Pennucci  
Phone: (206) 684-8148

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**From:** David Kimelman [mailto:dkimelman@hotmail.com]  
**Sent:** Saturday, June 23, 2018 12:46 PM  
**To:** Pennucci, Aly <Aly.Pennucci@seattle.gov>  
**Subject:** DEIS

Dear Mr/Ms Pennucci,

I am writing to strongly support the Queen Anne Community Council's challenge to the City's Draft Environmental Impact Statement. I have read over the critique and agree that it fails to adequately address the manifold problems in changing the City's codes.

I can only expect that you must have no desire for the council members to be reelected, since people in Seattle are going to be very unhappy when developers start tearing down single family houses in their neighborhoods and start cramming as much as possible into existing lots, as will be permissible under the altered codes.

I am not at all against growth, or increasing density. My own neighborhood (Wallingford) has had extensive growth, including a huge apartment building complex build just a few blocks from my house, and I have not been opposed to that at all. I am in favor of growth, but smart growth, that allows careful mixtures of multi-family and single family areas. While the value of my own house will skyrocket under the proposed plans as developer snatch up every single family house on the market so they can tear it down and produce cheaply built (but expensively priced) multi-family homes, I want Seattle to be a place to live that preserves some of the qualities that has drawn people to it in the first place.

I hope you will consider this email carefully and vote against this plan, and more honestly evaluate the environmental impacts. While I voted for you, I am thinking that perhaps I made a big mistake.

Sincerely,  
David Kimelman

3622 Meridian Avenue  
Seattle

**From:** [Bryan Kirschner](#)  
**To:** [ADUEIS](#)  
**Subject:** Re. Draft Environmental Impact Statement for Accessory Dwelling Units  
**Date:** Sunday, June 24, 2018 4:29:29 PM

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We commend the City's thorough work on the Draft Environmental Impact Statement (EIS) for Accessory Dwelling Units. We would like to add our voices in support of the comments that we observed and appreciated from several organizations included in this email as "Overall Comments." We would also like to add some of our own:

The Draft EIS states "Both the pro forma analysis and the production model find that ADU production rates would likely vary by neighborhood profile, with higher rates of ADU production in more expensive neighborhoods" with Alternative 2. It also states "many higher-price neighborhoods are places that offer greater access to opportunity."

The Draft EIS also states "The Joint Assessment of Fair Housing (Seattle 2017a) found that people of color disproportionately live closer to major arterials, state highways, and Interstate 5. Non-Hispanic White people are, by contrast, disproportionately likely to live in areas where single-family housing predominates, and in proximity to Puget Sound, Lake Washington, and other shorelines" and that "Renting is more common than homeownership for householders of every racial and ethnic group except non-Hispanic White. Non-Hispanic White householders are slightly more likely to own than rent their home, while Black or African American and Hispanic or Latino householders are about three times more likely to rent than own."

We take these facts to indicate that an owner occupancy requirement is likely to have a racially invidious effect. People of color are less likely to live in single-family zoned areas and more likely to be renters. Reserving one unit of housing in any single family property with an ADU or DADU (or both) stacks the deck in favor of more affluent, White owners residing there, removing an potential home for renters who are more likely be members of minority groups. Conversely, maximizing the percentage of units (existing and new) available for rent in expensive neighborhoods and single-family zoned areas increases the chances people of color will have access to homes in the most healthful, highest-opportunity areas.

The owner occupancy requirement should be removed consistent with the City's obligation to Affirmatively Further Fair Housing.

Thank you for your consideration,

Bryan Kirschner and Holly Ferguson  
Wallingford Homeowners  
1608 N 49th Street, Seattle

### Overall Comments

We would like to see the final EIS recommend:

- Elimination of the parking requirement for ADUs regardless of number. Providing parking is often expensive, unnecessary, and in many cases infeasible. This will prioritize vegetation and open area over vehicle storage.
- Elimination of minimum lot size for ADUs. If you can put a house on it, you should also be able to create an ADU by right, within the same bulk restrictions allows by the zone.

Fourteen percent of Seattle lots fall below the current lot size threshold and they are often in neighborhoods with the best access to transit, schools, parks and jobs, exactly where most people would like to live.

- Striking the owner occupancy restriction. Owners of Seattle backyard cottages surveyed by OPCD stated the greatest barrier to creating a DADU was the owner occupancy requirement. Both Portland and Vancouver do not have owner occupancy requirements and have not experienced widespread problems with speculation while maintaining high percentages of owner occupancy without need for regulation. Finally, the underlying rationale that renters or landlords are not adequately invested in their communities is an outdated and classist prejudice, especially considering the majority of Seattleites are renters, there are very few new opportunities to own. Seattle's houses are filled with renters (27%) and Seattle's Single Family zones are filled with thousands of grandfathered lowrise multi-dwellings. 4
- Freedom to choose best fit and type when creating accessory dwelling units. Allowing owners to make two accessory dwelling units either both as attached to the primary dwelling or one attached, one detached, or both in a detached structure, in front or to side of primary residence. Flexibility is key, as long as the overall form fits within the bulk of currently allowed Single Family Zoned structures. 5
- Incremental increases in size and height allowances and options for roof features such as dormers and green roofs. These cottages are still 10 feet shorter than what is allowed for the primary residence. 6
- More allowable rear yard coverage. Having increased rear yard coverage allows additional flexibility in design, to preserve trees, yard space, or existing accessory structures. 7
- Increasing the allowed gross floor area for detached accessory dwelling units for 1000 square feet and attached dwellings units to 1500 square feet. This small increase will lead to more two bedroom plus dwellings for the larger Seattle households. Separating non-livable space from the accessory dwelling unit's gross floor area calculation will increase the number of dwellings that can be constructed on top of or adjacent to existing garages by allowing for more flexibility on constrained sites. Requiring occupancy separation and separate entrance to living and storage spaces would reduce illegal conversions. 8
- Reducing pre-development costs and streamlining permitting by dedicating specialized reviewers to ADU/ DADU projects. With three dedicated staff positions, DCI could reduce the turnaround on permit reviews to a matter of weeks rather than months. If the city pre-approved stock plans with a list of available zoning departures, such as 2 extra feet of allowable height for sloping lots, residents who want to build an ADU have a clear and predictable pathway through permitting. 9
- Studying how limiting new principal structures to .5 FAR can incentivize the creation of additional attached and detached accessory dwellings, and limit displacement/ demolition/ gentrification. Additional FAR bonuses for green building, specific site conditions such as alley and corners should also be a component of this study. 10
- Do not apply Mandatory Housing Affordability. Many of the ADUs we have are used for family, or rented well below market. Adding a potentially five figure fee at their creation for affordable housing elsewhere would drastically reduce the ability of everyday people to make their own contribution to affordable housing on their own land. 11

We would also like to see the final EIS recommend:

- Increase in maximum height of two additional feet for projects with green roofs or those pursuing the city's "Priority Green" program 12
- Maximum size limit of 1,500 ft<sup>2</sup> for attached ADUs 13
- Removal of the occupancy limit on unrelated people 14
- Allowance for placement of a detached ADU in a lot's front yard or side yard 15
- Removal of all restrictions on the location of entries for detached ADUs 16

**From:** [Georgi Krom](#)  
**To:** [ADUEIS](#)  
**Subject:** Keep the current codes for single family housing  
**Date:** Thursday, May 31, 2018 2:09:27 PM

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I am a long time Seattle homeowner. I do not want the character of every Seattle neighborhood changed to allow triplexes in backyards or tall, ugly, expensive multifamily housing on every street. The neighborhoods are the greatest thing about Seattle and Mike O'Brien would take a sledgehammer to all of them.

We are building lots of apartments all over the city and the Seattle Times noted that rents are coming down and capacity is catching up. Seattle is a boom and bust place and I suspect Amazon will be adding space in Bellevue or other locations very soon with the head tax.

No one has asked me for my opinion but I will shout it as loudly as I can. Do not screw up the neighborhoods.

Georgi Krom  
Homeowner and property taxpayer since 1981

1

**From:** [kevinlairealty@gmail.com](mailto:kevinlairealty@gmail.com) on behalf of [Kevin Lai](#)  
**To:** [ADUEIS](#)  
**Cc:** [Kevin Lai](#)  
**Subject:** Comments for Accessory Dwelling Units Draft EIS - Removal of Owner Occupancy Covenant  
**Date:** Sunday, May 27, 2018 2:28:48 PM

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▪ The current Alternative 1: no action; is not a an inefficient option, waste of land resources and put the homeowner at the risk of breaking the laws. We should scrap it. Here's why:

1

- The current ADU rule stated that “The owner is required to live in either the house or in the additional unit; we require a signed owner occupancy covenant agreeing to this condition” – Sure, the owner is staying there while they applied for the ADU and spend a fortune on construction to establish the ADU. Most won't have enough financial means to do it and therefore they pulled their Home Equity to fund their investment in establishing their ADU's. Life changes, job relocations, family situation changes.. things happened in life, they must move. Now because of the owner occupancy covenant they signed, they must dismantle their ADU or risk of breaking law while the city is facing with huge housing affordability.

2

- This is the waste of money, time & put the homeowner at disadvantage position when they sell or move out. Here what happened when
  - What happens when homeowners move? Since homeowners invested heavily into the ADU establishment, they have to recuperate their investments. .They'll be forced to keep the ADU renting out & while bracing for the breaking law and play the game 'catch me if you can'. We're inadventely criminalizing our city's responsible homeowners, our property tax payers, and our crucial housing providers in time of city's dire housing shortage crise.
  - What happens when homeowners sell? This owner occupancy covenant place the homeowners into the limbo situation. – If they keep the ADU, they can only sell it to the owner occupied home buyers because the law again, requires the homeowners to “live in either the house or in the additional unit” – Homeowners are losing their selling opportunity to home investment buyers, which is another strong group of housing providers to the city housing shortage.

3

4

The Owner Occupancy Covenant law is extremely hard to enforce. Unlike other obvious violation like illegal cutting down trees, overgrowing grass, appliance or furniture dumping on the side of the road. How would the city know that quietly homeowners 'move out'?

Even honest, law-abiding citizens forgot the 2 pages they signed the Owner Occupancy Covenant when they established their ADU that they signed 10-15 years ago

5

If the city's goal of allowing the ADU to create more affordable housing, it doesn't matter where the homeowners live.

We should not decriminalize homeowners with this unnecessary, easy-to-forget “Owner Occupancy Covenant” – Let's get rid of this law that require homeowner to live in the ADU home.

Kevin & Jennifer Lai  
P. 206.310.5626

**From:** [Larry Lange](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU EIS comments  
**Date:** Monday, June 25, 2018 8:04:05 AM

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To: Aly Pennucci, AICP

City of Seattle, Council Central Staff

600 4th Avenue, Floor 2

PO Box 34025

Seattle, WA 98124-4025

From: Larry Lange, Green Lake resident

Subject: Comments on Draft EIS for Accessory Dwelling Unit policies

Dear Ms. Pennucci: Thank you for the opportunity to comment on the EIS. I believe the final version should do several things:

Further examine the impacts on parking. The draft (Exhibit 2-2) assumes no off-street parking will be required for one new ADU on a lot, and only one if a second ADU is added. This would appear to only take care of half the impact; the effects should be evaluated further and spelled out.

1

Expand parking data, which in the draft appears to be based on night-time use (Section B.2, page B-8). Some areas get very heavy daytime and weekend use, and this should be taken into account in the final version. Note that on page B-15, Exhibit B-10, more than 23 percent of ADU-dwellers have more than one car, while 49 percent own one car. Adding ADUs is likely to increase traffic and street-parking demand.

2

Determine current parking use in additional areas of the city, since there is an admission that adding ADUs may push usage above capacity in some locations. The number of study areas is too limited. Nearly 60 percent of neighborhoods studied so far have parking utilization exceeding 50 percent (Exhibit B-17, p. B-23). We need to study other areas and get a bigger and clearer picture. Today parking studies are required of residents just to build a garage; this should also be required for builders of ADUs.

3

Further examine the impacts on neighborhood aesthetics (p. 1-10). There is no mention of requirements for new ADUs to follow neighborhood character per the 2035 land-use plan. What standards are assumed, and what will be the impacts from them?

4

Examine the impacts on local traffic flow, noise and shading of gardens and solar panels from location sites and on properties surrounding them. These factors do not appear to be referenced in the draft EIS.

5

Sincerely,

Larry Lange

1123 North 81<sup>st</sup> Street, Seattle 98103

**From:** [Curtis LaPierre](#)  
**To:** [ADUEIS](#)  
**Subject:** DADU Question Related to Urban Village Boundary  
**Date:** Monday, May 14, 2018 8:05:05 AM  
**Attachments:** [image001.png](#)

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Regarding my lot (parcel number 0606000115) North Beacon Hill

My lot is 3,983 SF currently zoned RSL but proposed for RSL 'M' zoning to be included in an expanded urban village boundary. I would like to build a backyard cottage (DADU) and have been waiting for the proposed zoning changes to take effect to lower the minimum lot size. The draft EIS for ADUs however *excludes* areas within Urban Village Expansion Areas. With the proposed rezone to RSL, I could build one unit per 2,000 SF which on my lot is one unit.

Question: Is the proposed rezone to RSL going to **preclude** me from building a backyard cottage even if the minimum lot size is reduced? Thank you.



**Curtis LaPierre, PLA, AICP, LEED**

**Senior Landscape Architect**

11241 Willows Road NE, Suite 200 | Redmond, WA 98052  
Direct: 425.250.5209 | Cell: 206.949.5009 | Main: 425.822.4446  
[www.otak.com](http://www.otak.com)

**From:** [Curtis LaPierre](#)  
**To:** [ADUEIS](#)  
**Subject:** RE: DADU Question Related to Urban Village Boundary  
**Date:** Tuesday, May 15, 2018 12:02:33 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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Nick,

Thanks for the very informative reply – it is all starting to make sense now why the RSL areas were left out of the DADU EIS.

I have started reviewing the draft EIS and will submit comments – overall I’m impressed with the content and presentation.

Thanks again for the information.



**Curtis LaPierre, PLA, AICP, LEED**  
**Senior Landscape Architect**

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**From:** ADUEIS [mailto:ADUEIS@seattle.gov]  
**Sent:** Tuesday, May 15, 2018 10:18 AM  
**To:** Curtis LaPierre  
**Subject:** RE: DADU Question Related to Urban Village Boundary

Hi Curtis,

Thanks for this question. The short answer is that RSL zoning will not preclude you from building a backyard cottage. The [proposed legislation for citywide MHA implementation](#) has details about ADUs in RSL zones, on page 90 in particular. That section reads:

Accessory dwelling units in RSL zones are required to meet the following additional standards:

- a. An accessory dwelling unit shall be located within the same structure as the principal dwelling unit or in an accessory structure located between the principal dwelling unit, including lines extended from the edge of the principal dwelling unit to all side lot lines, and the rear lot line.

Additionally, the Accessory Dwelling Units Draft EIS excludes areas in urban villages and expansion areas not because we wouldn't allow ADUs in those zones but simply because those specific areas were already analyzed as part of the [Mandatory Housing Affordability \(MHA\) EIS](#). Our study area excludes them to avoid duplicating that environmental review.

Let me know if we can answer any other questions.

Nick Welch  
Senior Planner  
City of Seattle, [Office of Planning and Community Development](#)  
O: 206.684.8203 | F: 206.233.7883  
[Facebook](#) | [Twitter](#)

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**From:** Curtis LaPierre <Curtis.LaPierre@otak.com>  
**Sent:** Monday, May 14, 2018 8:05 AM  
**To:** ADUEIS <adueis@seattle.gov>  
**Subject:** DADU Question Related to Urban Village Boundary

Regarding my lot (parcel number 0606000115) North Beacon Hill

My lot is 3,983 SF currently zoned RSL but proposed for RSL 'M' zoning to be included in an expanded urban village boundary. I would like to build a backyard cottage (DADU) and have been waiting for the proposed zoning changes to take effect to lower the minimum lot size. The draft EIS for ADUs however *excludes* areas within Urban Village Expansion Areas. With the proposed rezone to RSL, I could build one unit per 2,000 SF which on my lot is one unit.

Question: Is the proposed rezone to RSL going to **preclude** me from building a backyard cottage even if the minimum lot size is reduced? Thank you.



**Curtis LaPierre, PLA, AICP, LEED**

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2

**From:** [Williams, Spencer](#)  
**To:** [Curtis LaPierre](#); [CitywideMHA](#)  
**Cc:** [ADUEIS](#)  
**Subject:** RE: Inadvertant Impact on Lots Smaller than 4,000 SF?  
**Date:** Monday, May 14, 2018 10:08:18 AM  
**Attachments:** [image001.png](#)

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Good morning Curtis,

I have taken note of your issue on Residential Small Lot about the ability to provide an additional unit on smaller lots. I have forwarded your comments on the Draft EIS for ADU/DADU along to the staff working on that analysis.

All the best,

Spencer Williams | AICP, Assoc. AIA |  
Legislative Assistant to Councilmember Johnson  
[Spencer.Williams@Seattle.Gov](mailto:Spencer.Williams@Seattle.Gov) | (206) 684-8168

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**From:** Curtis LaPierre [mailto:Curtis.LaPierre@otak.com]  
**Sent:** Monday, May 14, 2018 8:44 AM  
**To:** CitywideMHA <CitywideMHA@seattle.gov>  
**Subject:** Inadvertant Impact on Lots Smaller than 4,000 SF?

Would you please help me with the following important question?

My lot (0606000115) is 3,983 SF currently zoned RSL but proposed for RSL 'M' zoning to be included in an expanded urban village boundary. I would like to build a backyard cottage (DADU) and have been waiting for the proposed zoning changes to take effect to lower the minimum lot size. The draft EIS for ADUs however *excludes* areas within Urban Village Expansion Areas. With the proposed rezone to RSL 'M', I could build one unit per 2,000 SF which on my lot is one unit.

Is the proposed rezone going to *preclude me* from building a DADU even if the minimum lot size is reduced?

I'm not sure I understand the point of rezoning lots less than 4,000 SF unless multiple lots are combined and a lot line adjustment used to increase density capacity. Otherwise, the proposed rezone appears to reduce - not increase density.

Thanks for your help.



**Curtis LaPierre, PLA, AICP, LEED**

**Senior Landscape Architect**

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Direct: 425.250.5209 | Cell: 206.949.5009 | Main: 425.822.4446  
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**From:** [Mira Latoszek](#)  
**To:** [ADUEIS](#); [Durkan, Jenny](#); [Welch, Nicolas](#); [O'Brien, Mike](#); [Harrell, Bruce](#); [Bagshaw, Sally](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [Johnson, Rob](#); [Juarez, Debora](#); [Sawant, Kshama](#); [Pennucci, Aly](#); [Freeman, Ketil](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [Brand, Jesseca](#); [Sparrman, Goran](#)  
**Subject:** ADU Draft Environmental Impact Statement comments  
**Date:** Monday, June 25, 2018 11:50:30 PM

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Thank you for the opportunity to comment on the ADU DEIS.

The Queen Anne Community Council along with thousands of citizens throughout every Seattle neighborhood came together to support challenging the City to study, per state law, the environmental impacts associated with up-zoning every single-family neighborhood city-wide. The Queen Anne Community Council appealed the SEPA DNS of that proposal based on the legal process requiring the City to professionally and comprehensively study the potential environmental impacts associated with the following proposed changes, among others, to the current existing DADU and ADU codes.

- Ignore the differentiation and uniqueness of every Seattle neighborhood
- One-size-fits-all top-down policy change without adequate comprehensive public input
- Allow an ADU and DADU (backyard cottage) on the same lot
- Remove the off-street parking requirements
- Eliminate the owner-occupancy requirement
- Reduce the minimum lot size for ADU/DADU's
- Increase the maximum height limit for DADU's (backyard cottages)
- Increase the rear yard lot coverage limit
- Increase maximum gross square footage limits
- Add flexibility for location of entry to a DADU (backyard cottage)
- Increase heights of roof features that add interior space in DADU's
- Allow for projections from DADU's (backyard cottages)
- Increase opportunities for accessory structures in required yards
- Modify definition of "Residential use" to include more density

As a result of the successful appeal, the Hearing Examiners Decision (File Number: W-16-004) required the city to undertake a comprehensive environmental study of every one of these critical environmental impacts. The above referenced Draft Environmental Impact Statement (DEIS) has been completed pursuant to the hearing examiner's Decision.

After reviewing the DEIS, I believe that it fails to adequately address the significant environmental impacts associated with the following included in Alternatives 1, 2, and 3. The DEIS finds without exception that there is not even one environmental impact to mitigate within the entire study. It fails to comprehensively and honestly analyze the impacts from rezoning one-half the land area of the City of Seattle, up-zoning every single-family neighborhood into multi-family properties, and completely fails to recognize and address the unique qualities, limitations, and opportunities within most of our over 30 neighborhoods. The DEIS fails to recognize the uniqueness of each Seattle neighborhood and by doing so ignores the differentiations in each including among many; topography, access to reliable and accessible transit, property size, access to parking, street width and character, utility infrastructure, tree canopy and many others.

For the City to conclude that within the scores of changes and proven consequences

1

2

3

considered as potential impacts in up-zoning every single-family neighborhood - that not even one potential impact could be identified - reveals that City Hall has taken a blind eye towards the lawful execution of responsibly and adequately studying all the impacts, unintended and intended consequences, and identifying even one potential necessary mitigation among over 30 neighborhoods impacting over 300,000 Seattleites.

3

In order to respect the definition of an adequate DEIS, especially concerning re-zoning one-half the land area of Seattle and including over 30 very distinct neighborhoods, the study must consider the requirement to complete a comprehensive review of every Seattle single-family neighborhood and identify the unique character, limiting issues and new opportunities within each that will inform the degree to which increased density through ADU development can and should occur. This DEIS fails to acknowledge even one difference between neighborhoods and therefore fails to represent a fair, unbiased, and professional study of environmental impacts. There are opportunities to improve the current code, perhaps change some regulations, and encourage more density in many of our single-family neighborhoods. But doing so requires a nuanced, complete, and truthful study and comparison of each neighborhood in order to clearly understand and define specific and unique opportunities. For instance, at a minimum, please consider the following and differentiate each between neighborhoods:

- A. Consider the age of the infrastructure, utilities, and the actual capacities necessary for increased densities.
- B. Consider the existing open space, tree canopy, available parks, and likelihood of diminished livability.
- C. Consider the average lot size, age of the plat, and the ability for the neighborhood to absorb greater lot coverage and associated parking and circulation impacts of each alternative.
- D. Consider the lot size and location in determining the impacts associated with allowing 12 unrelated people to reside on one property. Prove that there are no differential impacts between doing so on a 10,000 sq ft lot vs. a 3,200 sq ft lot.
- E. Consider the significant impacts from rising property values as properties get up-zoned and create a climate of displacement.
- F. Consider the socioeconomic differences between neighborhoods and identify those most vulnerable to conversion, speculation, gentrification and displacement.
- G. Consider the differentiation in topography and infrastructure investment and analyze the specific issues surrounding each.
- H. Consider the challenges throughout the city to provide reliable transit service everywhere and identify the inequity of opportunity and existing infrastructure between neighborhoods.

4

Thank you,

Mira Latoszek  
2218 14th Ave. S.  
Seattle, WA 98144

**From:** [Lau \(US\), Andy C](#)  
**To:** [ADUEIS](#)  
**Subject:** My Input as a retiree  
**Date:** Monday, June 25, 2018 3:16:19 PM

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To whom it may Concern,

My wife and I are empty nester from Sammamish. We invested a great deal of money and completed our home with a new ADU in Beacon Hills, Seattle. Our intention is to migrate back to the City when our youngest of our three boys completes high school in two years. With the current owner occupied restriction, we are forced to rent out only the ADU and leave the main house empty as owner occupied. It seems the current rule does not make any sense as homeowners of single family homes can rent out their homes any time. Current restriction does not make sense as there are shortage of decent housings for renters. Our rooms addition home and ADU in Seattle is a new construction as a whole and fully in compliance of all current building codes. It is just a shame to leave it partial unoccupied for the time being.

*Andy Lau*  
Mobile: 206-954-8406

1

June 25, 2018

Aly Pennucci  
Legislative Department  
600 Fourth Avenue, Floor 2  
P.O. Box 34025  
Seattle, WA 98124-4025

Re: Comments on Accessory Dwelling Unit Draft EIS

Dear Ms. Pennucci:

The Laurelhurst Community Club (LCC) appreciates the opportunity to comment on the draft accessory dwelling unit (ADU) environmental impact statement. LCC endorses and incorporates by reference the comments submitted by the Queen Anne Community Council. We are concerned that the alternatives presented in the DEIS, other than the no action alternative, would remove current restrictions on accessory dwelling and detached accessory dwelling units (ADUs and DADUs). The DEIS does not adequately address the environmental impacts of the proposed changes, parking impacts, loss of tree canopy and the preservation and livability of Seattle's single-family neighborhoods. Remarkably, no mitigation is proposed for the many significant environmental impacts which adversely affects the quality of life and health in the places where people live. Further, the proposal to remove the restrictions would essentially duplex or triplex single-family neighborhoods with benefit that any affordable housing would be created to justify the negative impacts.

LCC offers the following additional comments, and supports only the Alternative #1:

The Laurelhurst, and most City of Seattle neighborhoods, were developed with less than standard size lots and before car ownership and garages became the norm. Most of the streets are narrow. The Laurelhurst community is located adjacent to two major institutions, and residents continually work to maintain the character of the neighborhood, minimize the impacts of growth and traffic with its related parking issues, and keep the stress of urban living down to a healthful level. The changes of Alternatives #2 and #3 for allowing two or three accessory dwelling units on small lots as proposed in the DEIS, will degrade the quality of the living environment with more stress and noise. Neighbors are already experiencing the increased pressures from the impacts of the DADU and ADU units now permitted.

Single-family homes should not be allowed to have both an ADU and a DADU. In the new DEIS, Alternatives #2 and #3 would allow a single lot to have both an ADU and a DADU. The lots then become "multiple family", not "single family" zoning. This fundamentally changes the character of single family zoning. This change raises many issues that are not considered in the DEIS, including loss of privacy to adjacent property owners, parking issues, shading caused by the DADU and loss of trees, vegetation and the ability of neighbors to garden on their own property. Impacts on school enrollment were glossed over in the DEIS in a small paragraph on the last page. Too many schools already house their children in "portables", a detached unit

plopped on playgrounds which are second rate facilities, and there are more impacts on infrastructure and utilities that must be explored further with allowing up to 12 unrelated people to live in a small lot designed for a different use.

4

Parking requirement of one space off street for each dwelling unit must be retained. The DEIS should more thoroughly study parking availability in single-family neighborhoods including the history of the city granting parking waivers under the current code. The narrow streets in Laurelhurst are often clogged with parking, due in part to University students and staff parking on our streets and the fact that many homes have one-car garages and own two cars. SDOT has exacerbated the problem by placing many "no parking" signs throughout the neighborhood thus further limiting street parking. With 12 unrelated people allowed to live in a unit, it is inevitable that some will bring their cars as transit service in Laurelhurst is dismal.

A report by Gene Balk in *The Seattle Times* of August 10, 2017, states that between 2010 and 2015, Seattle's population grew by 12 percent, but the number of personal vehicles also grew by 12 percent to a ratio of 637 cars per 1,000 residents. He states, "that it is a higher per capita rate than Los Angeles", and that is "5,000 cars per square mile".

The DEIS parking impact study is inadequate. Does it assume that cars can be parked on both sides of every street, making them impassable? It fails to comprehensively and accurately review the true citywide parking impacts if Alternative #2 allowing up to 12 unrelated people to live on the lot. If ONLY 1 in 3 of them owns a car, that is 4 more cars on a lot with no off-street available, onto existing residential streets. The parking analysis studied four locations and purportedly was a representative sample of where ADUs and DADUs could be constructed and does not allocate enough capacity for these vehicles.

5

Despite the boost in transit hours from Metro, bike lane additions (used by less than 3% of residents), street cars with limited routes, and the new operation of Sound Transit's Light Rail service to Northgate in 2022, Seattle is not at all equipped to eliminate cars for transportation. Witness the gridlock from vehicles exiting South Lake Union that occurs daily, gridlocking I-5.

Family wage earners also need their cars to drop off kids at school and daycare, run to various job sites, and stop at the grocery store on the way. With nowhere to park their vehicles without a required off-street parking spot, Seattle's single-family neighborhood streets will be reduced to one lane for through-passage or residents. Parents and seniors may end of parking blocks away while hauling in groceries or assisting a disabled family member into the home. In Laurelhurst, for example, 42nd Avenue NE is impossible to drive through, except in one direction because of vehicles lining each side. Wallingford, Capitol Hill, Fremont and Queen Anne are also experiencing the same overflow of cars due to lacking driveway and garage spaces. Adding dwelling units without off street parking requirement will make this worse for existing homeowners, and impossible for small businesses throughout them, to attract customers. No parking means no customers stopping to shop, or visit a restaurant, since transit ceases at nights and weekends.

Require owner occupancy. The EIS should analyze the many issues raised by eliminating this requirement. The home with an ADU and a DADU, plus the principal home would essentially be a commercial venture, rather than single-family zoned. Should the zoning then be changed to neighborhood commercial? Or, should the city consider upzoning certain areas? LCC does not support these approaches, but it seems as if the City is trying to do this in an underhanded manner and the issues should be studied. Transient, short term occupants for

6

VBRO style quick daily rental cash income defeats the premise of increasing affordable, permanent residences—another related issue not addressed in the DEIS.

With owners on the premises, there is "skin in the game" for having some good neighbor relationships with tidier maintenance, reasonable noise, and not just absentee landlords. In contrast with absentee landlords, homeowners in residence can be expected to have an immediate, active interest in who rents these extra units, and are more likely to work to ensure that the impacts which result from this increase in the density of development will be manageable. We need that assurance of owner commitment firmly in the Code.

6

Minimum lot size should not be decreased, for DADUs. The existing code allows for a lot as small as 4000 square feet to build a "cottage". Reducing the lot size to 3,200 would ultimately increase lot coverage, thus resulting in a loss of privacy to adjacent properties. It would also destroy mature trees and plants and block light for neighbors, and the DEIS states it does not study "light and glare", but this is not acceptable as it is a real impact from ADU and DADU construction in side and back yards.

7

Other cities such as Santa Cruz and Boulder require 6,000 square feet for backyard cottages, 6000-8500 in Denver and 10,000 in Lexington, MA, and Mukilteo. These areas are also rapidly adding population growth but are using a reasonable formula in adding more to the built environment.

8

Open back yards provide extra breathing room for those residents with kitchen gardens, and a place for their children to exercise and explore nature in their yard. Allowing too much built structure in the single-family lot zones creates a "back door" opportunity for developers who have no stake in its outcome, except profitability, and these added accessory units cannot be reversed, once built.

The 1,000-maximum square footage should include garages and storage area and square footage for DADUs should not be increased from 800 to 1,000 square feet. The final EIS should include how many garages and storage areas could or already have been converted to accessory units. Would exclusion of these areas allow creation of an additional accessory unit? Storage areas should be defined. Do they include linen closets and kitchen cabinets? Larger DADUs raise issues regarding privacy of adjacent neighbors and should be further explored in the EIS.

9

The maximum height of DADUs should not be increased by one to three feet in Alternatives #2 and #3. Currently heights range from 15 to 23 feet depending on lot width. It's possible that an extra three feet could mean a second story on a DADU. The EIS should explore this issue and include the height resulting from pitched rooflines and appropriate mitigation. Particular attention should be paid to the privacy of adjacent neighbors, view lines, and light for gardens, trees and plants which are vital to a healthy urban environment.

10

Rear lot coverage limits should not be increased from 40 to 60 percent in alternatives # 2 and #3. Changes to height limits and minimum lot size increases have real impacts to character of the sf neighborhoods and are not given adequate weight in the DEIS. Tree canopy provides aesthetic and health benefits and contributes to the overall livability of communities as noted in the DEIS. Destruction of tree canopy is an issue for further study in the EIS. The City of Seattle signed an Urban Bird Treaty agreement on May 22, 2017. With that commitment, the City must protect the habitat of wildlife saving the trees and greenery we have, by preventing lot coverage within the built environment.

11

The DEIS should further study the privacy impact of allowing DADU entrances on any façade. Currently, entrances cannot face the nearest side or rear lot line unless the lot line abuts and alley or other public right-of-way. This approach provides some protection to adjacent neighbors.

12

The number of unrelated people allowed to live on a single-family lot should be further studied in the EIS. The DEIS does not fully demonstrate the total impacts of Alternative 2 and 3, allowing 12 unrelated people living on a single-family lot. This number is much more dense than existing codes, and will have City maintenance and utility issues, be a source of excess noise in a sf neighborhood, create parking clashes, stress overcrowded transit and roads, and can irregularly impact school enrollment. The DEIS should have instead included alternatives limiting the number to 5 or 6 unrelated people, instead of 12 people in an ADU or DADU.

13

The EIS must address the affordability issue for lower and middle-income families. The DEIS does not solve the affordability issue for lower and middle-income families in the proliferation of ADUs and DADUs. These accessory units require financing and bank loans, just like any new house, and few lower income families qualify for a mortgage. It is a false assumption that adding more structures on single family lots does anything for housing the working class, but rather just gives homeowners a way to "flip" their back yards into another profit center for renters or student housing. Even if these units are rented, they are expensive to build, and rents would be high, so they do not add to the affordable housing stock. The City's own experts have concluded that these units would not be affordable, and that there would be significant potential displacement of existing homes which operate at lower cost.

14

The DEIS fails to recognize and study the fact that 50% of ADUs and DADUs are occupied by short term nightly tourist and visitor stays, as portfolio investments. This does nothing to increase housing choices and rental housing stock. This change of use to commercial will ultimately cause be the flight back to the suburbs for residents wanting a single family home lifestyle choice, increasing the commute, and adding to Seattle's carbon footprint. The character of Seattle's residential neighborhoods will be forever lost with such a change in use.

15


Conclusion: LCC requests no changes in the City code from Alternative #1 in the regulations for building accessory dwelling units. The DEIS has not proven that the environmental impacts from the Alternative #2 and #3 are more beneficial than its generous existing code for DADU and ADU additions on a single family lot. It is inconceivable that the DEIS has concluded that there will be no adverse impacts under Alternatives #2 and #3. The City's DEIS does not comply with the Hearing Examiner conclusions regarding adverse impacts, and, it did not offer alternatives that mitigated these negative effects on the livability and character of existing single family residential neighborhoods.

16

Sincerely,



Colleen McAleer, Vice President  
3137 West Laurelhurst Drive NE  
Seattle, Washington 98105  
206-525-0219  
[billandlin@aol.com](mailto:billandlin@aol.com)



Jeannie Hale, President  
3425 West Laurelhurst Drive NE  
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206-525-5135  
[jeannie.hale@outlook.com](mailto:jeannie.hale@outlook.com)

cc: Mayor Jenny Durkan and Members of the Seattle City Council

**From:** [Jay Lazerwitz](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU-EIS comments and recommendations  
**Date:** Monday, June 25, 2018 2:57:44 PM

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**I support the most flexible options for increasing the number of new Accessory Dwelling Units**, especially as the recent Draft EIS has concluded that the environmental impacts of reducing regulation of Accessory Dwelling Units are “non-significant”.

**I support more Accessory Dwelling Units per Alternative 2, with additional recommendations:**

**Eliminate the parking requirement for ADUs regardless of number.** Providing parking is often expensive, unnecessary, and in many cases infeasible. This has the potential to create more vegetation and open area versus vehicle parking. Additionally, there are more and more residents who do not own cars.

1

**Elimination of minimum lot size for ADUs.**

2

**Striking the owner occupancy restriction.** There are many reasons to remove this, especially for older homeowners, who may need to relocate to get better health services.

3

**Allowing owners to make two accessory dwelling units either both as attached to the primary dwelling or one attached, one detached, or both in a detached structure, in front or to side of primary residence.**

4

**Increasing the size and height allowances** will make these structures more useful for the tenants, providing sufficient storage and additional bedroom options. Roofs that include photo-voltaic systems should also qualify for additional height. Also, separating non-livable space from the accessory dwelling unit’s gross floor area calculation will increase the number and size of dwellings that can be constructed

5

**Allow more rear yard coverage.** This will provide more flexibility in design, and to preserve trees, landscaping, and open space.

6

**Reducing pre-development costs and streamlining permitting by dedicating specialized reviewers to ADU/ DADU projects.** Having dedicated staff to review ADU/DADUs could reduce the turnaround on permit reviews to a matter of weeks rather than months.

7

**Consider studying how limiting new principal structures to .5 FAR can incentivize the creation of additional attached and detached accessory dwellings, and limit displacement/ demolition/ gentrification.** Additional FAR bonuses for green building, specific site conditions such as alley and corners should also be a component of this study.

8

**Do not apply Mandatory Housing Affordability.** Adding a potentially five figure fee at their creation for affordable housing would drastically reduce the ability of everyday people to make their own contribution to affordable housing on their own land.

9

**Accessory Dwelling Units**

Final EIS  
October 2018

thank you

JAY LAZERWITZ

**art and architecture**

6126 12th Ave NE, Seattle WA 98115  
206.335.8680

<http://www.artandarch.net>

**From:** [Chris Leman](#)  
**To:** [ADUEIS; Durkan, Jenny; Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Bagshaw, Sally; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jesseca; Sparrman, Goran](#)  
**Subject:** Comment on the Accessory Dwelling Units Draft EIS  
**Date:** Tuesday, June 26, 2018 12:08:14 AM

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To the Mayor, City Council, and other City officials:

Although my neighborhood of Eastlake does not have any single family zoning and therefore would be subject to little, if any change from the proposed legislation regarding Accessory Dwelling Units, I am concerned that the Office of Planning and Development, the City Council, and the previous Mayor considered this legislation without adequate analysis.

It is unfortunate that these officials did not originally undertake an environmental impact statement (EIS) , and had to be ordered to do so by the Seattle Hearing Examiner. It is also unfortunate that the draft EIS that the City has now issued is deficient in important ways and needs to be improved before the Mayor and City Council can rely on it to craft and pass any ADU ordinance. Land use decisions are too important to be made without careful analysis of their impacts.

Therefore I fully endorse the detailed comments on the Accessory Dwelling Units Draft EIS that the City has already received from the Queen Anne Community Council's Land Use Review and Planning Committee (LURC). Please review and respond to those comments, and I would be grateful for a copy of the City's response.

Chris Leman (206) 322-5463  
2370 Yale Avenue East  
Seattle, WA 98102-3310

1

**From:** [Sharon LeVine](#)  
**To:** [ADUEIS; Durkan, Jenny; Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Bagshaw, Sally; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jesseca; Sparrman, Goran](#)  
**Subject:** Re: ADU DEIS ( Issued May 10, 2018)  
**Date:** Sunday, June 24, 2018 7:18:01 PM

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The ADU DEIS DOES NOT ADEQUATELY ADDRESS THE ENVIRONMENTAL IMPACTS ASSOCIATED WITH ALTERNATIVES 1, 2 AND 3

The City of Seattle has not adequately studied the environmental impacts of re-zoning every, unique, single-family neighborhood into multi-family areas ( affecting approximately 1/2 of Seattle's land area).

The DEIS is inadequate because it does not recognize and account for all the special and unique differences between all 30 of Seattle's designated neighborhoods.

Each Seattle neighborhood differs with respect to many factors such as: infrastructure; topography; utilities and utility capacity; access to transit; parking; street grids and capacity; tree canopy; historic structures; property sizes; retail opportunities; character, etc.

DEIS STATEMENTS HAVE NOT BEEN SUBSTANTIATED!

Changes to DADU and ADU codes are untenable and will have many, potential, negative impacts which have not been adequately identified and studied.

My family members - and I - are unable to comprise a comprehensive study/evaluation of the DEIS ( as has been done by the Queen Anne Community Council's Land Use Review Committee).

After careful review and consideration, we concur and support the conclusions ( enumerated in the June 14, 2018 letter submitted by the Queen Anne Community Council's Land Use Review Committee ) that the ADU DEIS IS INADEQUATE AND DOES NOT ILLUMINATE ALL OF THE CUMULATIVE, NEGATIVE, IMPACTS ASSOCIATED WITH THE DADU/ADU PROPOSALS!

1

**From:** [Patti Loesche](#)  
**To:** [ADUEIS](#); [Bagshaw, Sally](#); [Johnson, Rob](#); [O'Brien, Mike](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#); [Harrell, Bruce](#); [Juarez, Debora](#); [Herbold, Lisa](#); [Sawant, Kshama](#)  
**Cc:** [Bleck, Alberta](#); [McLean, Alyson](#); [Chu, Brian](#); [Strauss, Daniel](#)  
**Subject:** response to Draft ADU EIS  
**Date:** Monday, June 25, 2018 7:16:38 PM

---

Dear Aly Pennucci and members of the Seattle City Council,

I, Patricia Loesche of 2nd Ave NW (Seattle District 6), support the June 2018 recommendations by the Queen Anne Community Council. QACC requests that a complete and adequate Environmental Impact Study Housing (EIS) be conducted — contrary to what is currently published in the proposed Accessory Dwelling Unit (ADU) Draft EIS. As I understand it, ADUs include backyard cottages (or detached accessory dwelling units (DADUs)), as well as rental apartments within or attached to the primary dwelling, known as attached accessory dwelling units (AADUs).

1

There is an inadequate assessment across all Chapters of the ADU Draft EIS, including Socioeconomic, Land Use, Aesthetics, Parking and Transportation and Public Services and Utilities.

Within the Final Study, please include the Alternative supported by the Magnolia Community Council Land Use Committee. This Alternative was signed by 87 Seattle residents — your constituents — and submitted to the City with the Scoping EIS and the May 31, 2018 public comment meeting.

2

Sincerely,

Patricia Loesche  
4317 2nd Ave NW  
Seattle, WA 98107  
206 784 7958

**From:** [Marco Lowe](#)  
**To:** [ADUEIS](#)  
**Subject:** DADU comments  
**Date:** Monday, June 25, 2018 3:56:18 PM

---

I strongly support cottages/DADUs in Seattle.  
I particularly support Alternative 2.

1

Marco Lowe  
2827 Broadway E  
98102

**From:** [Ian and Mary Jane Mackay](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU-EIS draft  
**Date:** Monday, June 25, 2018 10:54:36 AM  
**Attachments:** [ADU-DEIS - Queen Anne Comment Letter .pdf](#)

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Greetings,

I would like to express my concurrence with the Queen Anne Community Council analysis of the ADU-EIS draft. The changes proposed in the draft would impact the quality of family life in our neighborhoods without any real promise of improving affordable housing opportunities.

It is my hope that you will consider more carefully the impacts of the changes proposed in the draft and take the time needed to develop plans that respect the differences in our neighborhoods and create real improvements in housing opportunities. The changes will impact Seattle quality of life forever.

1

Mary Jane Mackay

**From:** [David Moehring](#)  
**To:** [ADUEIS](#)  
**Cc:** [ADUEIS](#); [Durkan, Jenny](#); [Welch, Nicolas](#); [O'Brien, Mike](#); [Harrell, Bruce](#); [Bagshaw, Sally](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [Johnson, Rob](#); [Juarez, Debora](#); [Sawant, Kshama](#); [Pennucci, Aly](#); [Freeman, Ketil](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [Brand, Jesseca](#); [Sparman, Goran](#); [Bleck, Alberta](#); [McLean, Alyson](#); [Chu, Brian](#); [Strauss, Daniel](#); [TreesForNeighborhoods](#); [DOT\\_SeattleTrees](#)  
**Subject:** Land Use Council of Magnolia comment on Draft ADU Environmental Impacts  
**Date:** Tuesday, June 26, 2018 12:01:53 AM  
**Attachments:** [ATT00001.bmp](#)  
[ATT00003.bmp](#)  
[ATT00004.bmp](#)  
[ATT00006.bmp](#)  
[ATT00007.png](#)  
**Importance:** High

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Dear Seattle Representatives ---

Do not turn your backs on local climate change impacts that WILL result from the proposed changes in Accessory Dwelling Unit requirements.

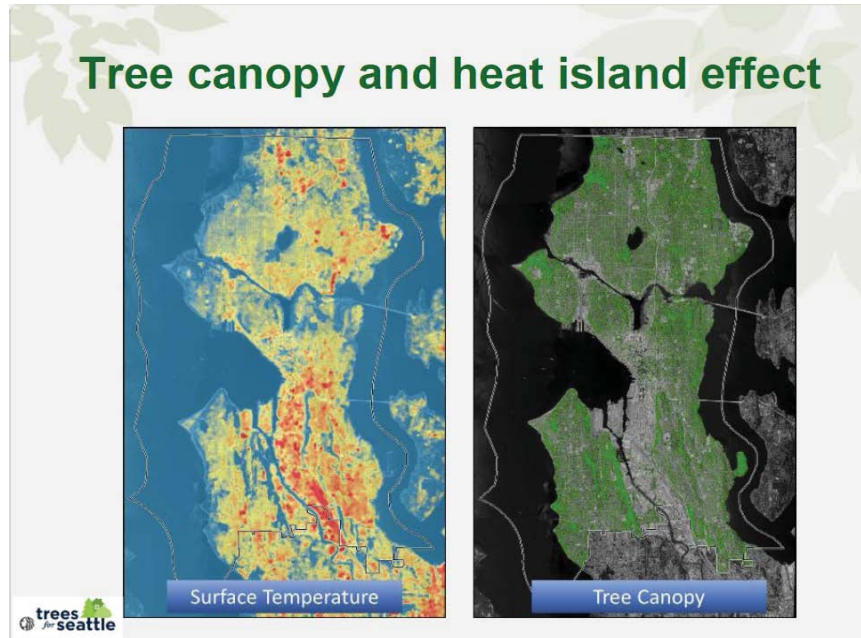
Despite being in favor to Seattle providing higher levels of density, the Magnolia Community Council Land Use Committee cannot support the proposed Alternatives 2 and 3 that would increase the present extent of rear lot building coverage allowed for Accessory Dwelling Unit (ADU) within Single-Family (SF), Residential Small Lot (RSL), and (not mentioned in Study) Multi-Family (LR) zones.

Per Report Exhibit 3-19, the number of permits issued by the City has doubled in just the past five years, and trending to increase at even a faster rate even without the proposed ADU land-use code modifications. The need for the proposed extreme ADU modifications at the expense of increased loss to Seattle's Urban forests and the subsequent environmental impacts is not warranted. Moreover, the ADU DEIS has avoided an adequate study of such impacts - especially when it comes to Seattle's local climate change as indicated herein below.

Instead of having BOTH increased density opportunities AND adequate open space for retaining AND new substantive tree growth, the proposed ADU decreased lot size to 3,200 Square Feet, the proposed increased rear lot coverage to 60%, and the proposed doubling of the number of ADU per each lot seeks only the decrease land which embodies about two-thirds of all of the Seattle's trees.

The result of reduced open land-mass in such tree-rich areas of Seattle is higher local temperatures commonly known as heat island effect. Some nationwide statistics indicate that Seattle is already within the Top 10 United States cities effected by urban heat islands (refer to the diagram below from Trees for Seattle 2016 LiDAR study. Should the trending growth of ADU allowed the ability to carve away the Tree Canopy, the heat island effect will further intensify.

1



In the LiDAR diagram, do note that the City's higher surface temperatures directly correspond to the areas with reduced canopy cover. This graphic and scientific evidence has been quickly bulleted within the Study, but the impacts have been prematurely and subjectively dismissed within the DEIS. There is no mitigation proposed to replace the tree canopy after it has been removed from the statistical SF-zoned locations and replaced by building structures and nominal plantings that are woefully inadequate at carbon sequestration and absorption of urban heat mass. The historical trend throughout the world is urban plight from uncomfortable living conditions. Instead of learning from successful combined open-space and residential densification planning in global cities, the DEIS repeatedly indicates that removing trees and substantive green space throughout the city has no or little environmental consequence.

2



The Accessory Dwelling Unit Draft Environmental Impact Study (hereafter ADU DEIS) does not narrative much correctly - leaving the report's diagrams to tell the real story. In fact, the assumptions made by the report relative to the amount of tree removal is incredibly flawed\*\*.

3

The AESTHETICS section of the DEIS diagrams the "before and after" of what will happen to two-thirds of Seattle's significant trees. The on-site trees are graphically shown as eight-foot diameter bushes rather than 25-foot diameter trees that are they form and mass needed to significantly contribute to the Northwest ecological balance within many parts of Seattle. Reference, for example, DEIS Exhibit 4.3-15 along side 4.3-25.

Exhibit 4.3-15 Plan View of Development Outcomes of Alternative 2 in the 10-Year Scenario



Exhibit 4.3-25 Plan View of Development Outcomes of Alternative 2 in the Full Build-Out Scenario\*



The graphics show the inevitable clearing of the parts of Seattle which may typically contain anywhere from 25% to 40% of the the City's tree canopy cover.

So how is the DEIS flawed?

Looking at the ADU Land Use chapter which analyzes the potential land use impacts by considering whether the proposed Land Use Code changes would result in changes may be found in this link to read the Chapter: [http://www.seattle.gov/Documents/Departments/Council/4-2\\_LandUse\\_ADU\\_DEIS\\_2018.pdf](http://www.seattle.gov/Documents/Departments/Council/4-2_LandUse_ADU_DEIS_2018.pdf)

Page 4-46: *Comprehensive Plan policies encourage preservation and expansion of tree canopy throughout the city (Growth Strategy 3.8) and set a goal of increasing canopy coverage to 30 percent by 2037 and to 40 percent over time (Environment 1.2).*

Page 4-52 Tree Canopy and Vegetation:

"The anticipated increase in DADU construction under **Alternative 2 could result in more vegetation and tree removal** than No Action as more property owners would use [most] of their rear yard for the footprint of a DADU."

NOTE: THE REPORT ONLY MENTIONS DADU, WHEN IN FACT BOTH AN AADU AND A DADU IS BEING ALLOWED TO THE BACKYARD. THE SAME IS TRUE IN THE STUDY'S FOLLOWING FLAWED-LOGIC SENTENCE.

4

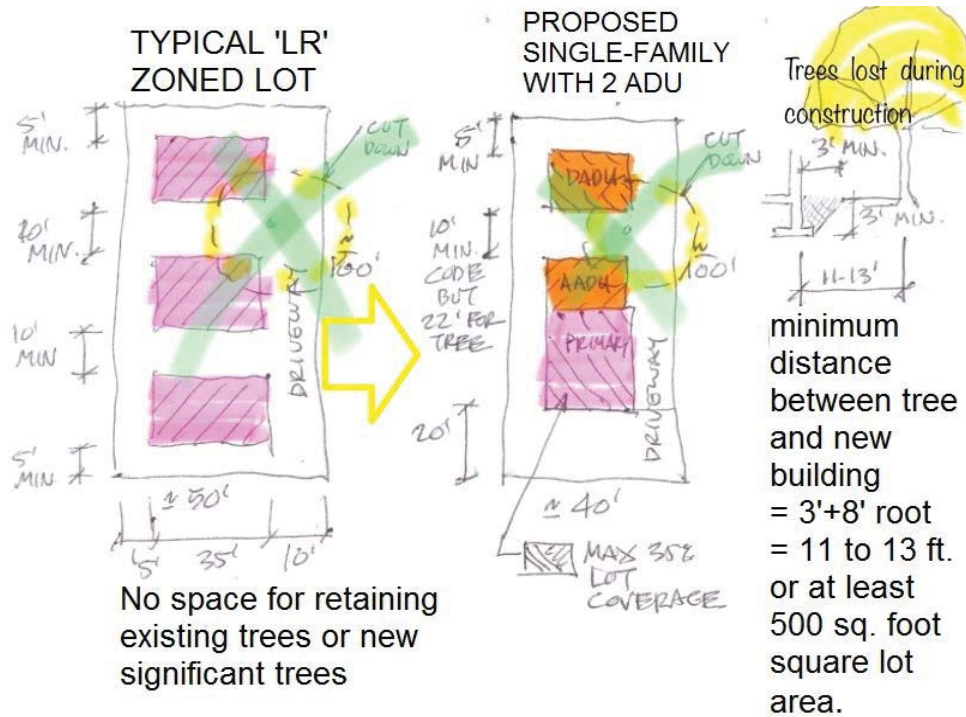
"Compared to No Action, Alternative 2 could result in 390 additional DADUs. Allowing a one-story DADU to cover more of the rear yard by increasing the rear yard coverage limit from 40 percent to 60 percent could also result in a greater loss of vegetation or tree canopy."

Continuing further with the flawed, inadequate assessment, the DEIS then states: "While single-family zones account for a large share of the city's tree canopy, the specific percentage of canopy in the rear yard of a given lot varies widely. It would be speculative to predict an amount of tree canopy loss that could result from either the 390 additional DADUs in Alternative 2 or the proposed increase in the rear yard coverage limit. However, we can roughly estimate the scale of potential impact from Alternative 2 in the context of all land in Seattle's single-family zones and the canopy cover it provides. Single-family residential areas currently provide 9,574 acres of tree canopy cover. If all 390 additional DADUs maximize the size limit of 1,000 square feet, the total footprint of DADUs would be just under nine acres, or less than 0.1 percent of the total tree canopy in single-family residential areas. If these nine acres were entirely tree canopy today, removing them would have minor to negligible impact on the overall tree canopy in single-family residential areas. This upper limit estimate also assumes that existing tree regulations would not require preservation of any trees in the DADU footprint area and that homeowners voluntarily would make no design or siting choices in order to preserve existing trees. At the same time, removing the off-street parking requirement could reduce the amount of vegetation and tree removal otherwise needed to accommodate a parking space when creating an ADU. Alternative 2 does not propose any revisions to existing tree regulations in Seattle's Tree Protection Ordinance (SMC 25.11). Under SMC 25.11, the City would review tree removal required for constructing a DADU as part of the permit application. Exceptional trees could be removed only if protecting the tree during construction would prevent use of the maximum allowed lot coverage."

5

The DEIS continues a flawed commentary without measured impacts. Page 4-53 states "It would be speculative to estimate the net effect of Alternative 2 with respect to tree canopy and vegetation since potential impacts vary for every lot depending on the presence of existing trees and vegetation, the City's review of any potential tree removal, and whether the owner elects not to provide a parking space. Overall, the 390 additional DADUs constructed in Alternative 2 compared to Alternative 1 (No Action) could have a small impact on tree canopy and vegetation. In the context of the 135,000 lots in Seattle's single-family zones, impacts from 390 additional DADUs would likely be minor overall."





5

Again, the above demonstrates many flaws in the environmental analysis:

- **FLAW:** does not discuss the allowable 1000 square feet of attached accessory dwelling units (AADU) that may be added to the backyard while be attached to the primary dwelling unit. It only mentions tghe DADU.
- **FLAW:** does not reflect the actual impact of tree loss by equating the footprint of DADU compared to Single-Family Lot footprint.
- **FLAW:** does not explain relative amount of tree loss graphically shown in Section 4.3, figures 15 (today) verses 25 (projected.)
- **FLAW:** does not account for the number of AADU to be added as well as DADU.
- **FLAW:** does not provide any open space requirements in ADU developments, other than to provide 5 feet from rear and side yards, and a space of 10 feet to the primary residence. Even LR developments require a minimum 25% of the lot area to be preserved as an outdoor amenity space (excluding parking and sidewalks). IN many cases, the proposed ADU requirements are far worse than LR developments relative to tree and open space requirements.
- See also similar flawed analysis for Alternative 3 on pages 4-56 to 4-57.

*The Land Use Committee of the Magnolia Community Council supports the June 2018 recommendations by the Queen Anne Community Council requesting that a complete and adequate Environmental Impact Study Housing (EIS) be conducted, contrary to what is currently published in the proposed Accessory Dwelling Unit (ADU) Draft EIS. ADUs are known to include backyard cottages, known as detached accessory dwelling units (DADUs), and basement apartments, known as attached accessory dwelling units (AADUs).*

6

*We find there exists an inadequate assessment across all Chapters including Socioeconomics, Land Use, Aesthetics, Parking and Transportation and Public Services and Utilities.*

*In addition, do please include within the Final Study the Alternative supported by the Magnolia Community Council Land Use Committee that was signed by 87 Seattle Residents and submitted to the City with the Scope EIS and the May 31, 2018 public comment meeting.*

7

David Moehring AIA NCARB  
3444 23rd Ave W, #B Seattle 98199  
m 312-965-0634

**Detached ADU**  
***AND* Attached ADU (via Addition)**

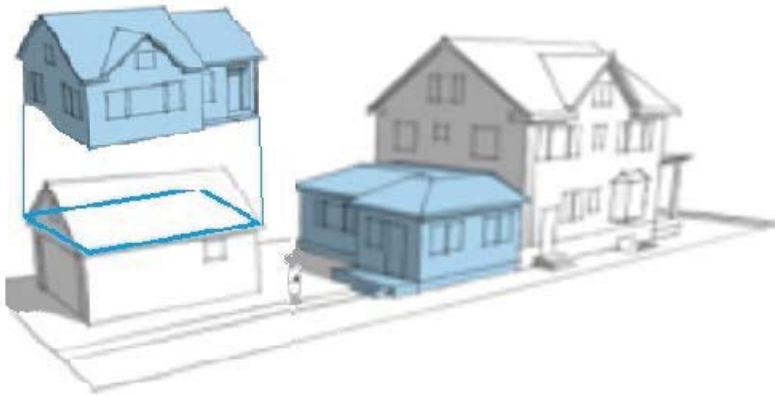


Exhibit 2-2 Existing and Proposed Land Use Code Regulations for ADUs

	Alternative 1 (No Action)	Alternative 2	Alternative 3
<b>Number of ADUs allowed on lots in single-family zones</b>	Lots in single-family zones can have one AADU or one DADU, but not both.	Lots in single-family zones can have an AADU and a DADU.	Lots in single-family zones can have an AADU and a DADU or two AADUs.
<b>Off-street parking requirements</b>	One off-street parking space is required for an AADU or a DADU unless the lot is in an urban village.	No off-street parking required.	No off-street parking required for lots with one ADU. One off-street parking space is required for lots adding a second ADU.
<b>Owner-occupancy requirements</b>	An owner must occupy either the main house or the AADU/DADU for six months of the year.	No requirement for an owner to occupy the house, AADU, or DADU.	No change from Alternative 1 (No Action).
<b>Minimum lot size</b>	4,000 square feet	3,200 square feet	
<b>Maximum gross floor area</b>	<b>AADU</b> 1,000 square feet, including garage and storage areas.  <b>DADU</b> 800 square feet, including garage and storage areas.	<b>AADU</b> 1,000 square feet, excluding garage and storage areas.  <b>DADU</b> 1,000 square feet, excluding garage and storage areas.  An AADU or a DADU may exceed 1,000 square feet if the portion of the structure in which the ADU is located existed on December 31, 2017, and if the entire ADU is located on one level.	<b>AADU</b> 1,000 square feet, including garage and storage areas.  <b>DADU</b> 1,000 square feet, including garage and storage areas.  An AADU may exceed 1,000 square feet if the portion of the structure in which the AADU is located existed on December 31, 2017, and if the entire AADU is located on one level.
<b>Maximum height</b>	No change from existing height limits, which vary by lot width and range from 15 to 23 feet.	Height limits are 1 to 3 feet higher than existing limits, depending on lot width.  Allow 1 to 2 additional feet for a DADU that meets green roof standards.	Height limits are 1 to 3 feet higher than existing limits, depending on lot width.
<b>Lot coverage</b>	No change from current regulations.  <b>Lots greater than 5,000 square feet</b> 35 percent of lot area. <b>Lots less than 5,000 square feet</b> 15 percent of lot area plus 1,000 square feet.		
<b>Rear yard coverage</b>	40 percent of a rear yard can be covered by a DADU and other accessory structures (like a garage). This limit applies in addition to the overall lot coverage limit.	60 percent of a rear yard can be covered by a DADU and other accessory structures, if the DADU is 15 feet or less in height. Rear yard coverage for structures other than a DADU cannot exceed 40 percent.	
<b>Roof features</b>	No exceptions for roof features on accessory structures are allowed.	Height limit exceptions are allowed for projections like dormers that add interior space, subject to the provisions applicable to single-family houses.	

2-4

**From:** [Cheryll McCain](#)  
**To:** [ADUEIS](#)  
**Subject:** Public Comment Regarding ADU Regulation Changes  
**Date:** Sunday, June 24, 2018 8:19:54 PM

---

I am strongly opposed to many of your recommended changes to regulations on backyard cottages. There are several problems with the proposed options, including the following:

The issue of greatest concern is the removal of the owner occupancy requirement. There are multiple serious problems with this. The first is that it is a veiled attempt to turn single family neighborhoods into investor-owned rental zones. Removing this requirement means that the overwhelming majority of single-family homes that go on the market will be quickly purchased by developers, corporate entities, and investors looking to turn the properties into duplex or triplex rentals. Potential buyers who make sacrifices and save for years for a down payment on a home will never be able to compete with the cash offers of developers. This will reduce home ownership dramatically and give even more power to wealthy investors and corporations. Under the current rule, owners are only required to live in one of the units six months out of the year. That gives owners a tremendous amount of flexibility, so it is hard to understand how the requirement is a barrier for anyone other than developers.

1

Another issue with removing the owner occupancy requirement is that there would be no on-site management of the property or tenants. We have a renter occupied home next to us and others within one block. Unfortunately, the home next to us has extremely disruptive tenants. There are varying numbers of people living in the home, and people come and go from the property at all hours. They have started dumping old furniture and garbage in a pile in the yard, cars are parked on the lawn, and they create noise disturbances throughout the night (both weeknights and weekends). Several neighbors have commented on their frustrations with the tenants, but the owner is never present and is in no way maintaining the home. It is doubtful that the tenants would be this disruptive if their landlord was living on-site. Owner occupancy would allow neighbors to speak directly with the landlord about issues that come up with renters. Greater numbers of properties with absentee landlords would be very problematic.

Additionally, removing the owner occupancy requirement doesn't do anything to solve the problem of permitting that you have repeatedly highlighted as a barrier to backyard cottages. If the city is having problems issuing permits for backyard cottages that meet the current requirements, then the city should be streamlining the permitting process.

2

The ironic and disappointing thing about this proposal is that taking power away from homeowners and giving it to developers is actually something that conservative and pro-corporate leaders would do.

There are also serious environmental considerations in building more on small city lots. Our city has periods of substantial rainfall, and the trees and shrubs in neighborhood yards help to stabilize the soil, absorb groundwater, and prevent runoff. We are losing trees in the city at an alarming rate, and allowing larger homes in backyards will only accelerate the loss.

3

The parking requirement removal is problematic, but could potentially be feasible if it is done appropriately. There is a possible solution for removing the requirement. The city could change every neighborhood to zoned parking and issue one permit per single-family lot. The homeowners who decide to build a backyard cottage and host renters can then make the decision if they want to include parking in their design or not include parking. Those who decide not to include parking could then either use their one permit themselves or give it to their renter.

4

I am not opposed to growth. It just has to be smart and done in a way that is respectful of the people, aesthetics and history of neighborhoods. We have huge areas that can and should be developed up. Two examples are Rainier and Aurora Avenues. Thousands of units could be built in those transit-rich areas. This combined with very modest cottages and basement apartments on owner occupied properties could add valuable rental units and do more for affordability than turning over all property ownership to the investor class.

5

Sincerely,

**Accessory Dwelling Units**

Final EIS

October 2018

Cheryll McCain

**From:** [Hank McGuire](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU's - Comment on the Draft EIS  
**Date:** Wednesday, May 16, 2018 11:54:47 AM

I think there is a fire hazard created by not having sufficient access to ADU's for emergency vehicles. According to the Seattle Fire Department:

- 1) **access for emergency vehicles** from alleys are not acceptable; and
- 2) 5' wide sidewalk access from street to back homes with alleys are okay **IF the back building has installed a sprinkler system;** or
- 3) a 16.5' **clear height dedicated emergency vehicle access** easement is provided from the street to the rear dwelling(s).
- 4) **And the City acknowledges this online with its own Vehicle Access Easement Standards** (See <http://buildingconnections.seattle.gov/2017/10/31/vehicle-access-easement-standards/>).

The City is violating Seattle Municipal Code 23.84a.032.R.20.f. which states *"no portion of any other dwelling unit, except for an attached accessory dwelling unit, is located between any dwelling unit and the street faced by the front of that unit."* (See [https://library.municode.com/wa/seattle/codes/municipal\\_code?nodeId=TIT23LAUSCO\\_SUBTITLE\\_IVAD\\_CH23.84ADE\\_23.84A.032R](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT23LAUSCO_SUBTITLE_IVAD_CH23.84ADE_23.84A.032R))

Hank McGuire  
1526 11th Ave W  
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[hankmcguire@seanet.com](mailto:hankmcguire@seanet.com)

**From:** [Cheryl McQuiston](#)  
**To:** [ADUEIS](#); [Bagshaw, Sally](#); [Johnson, Rob](#); [O'Brien, Mike](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#)  
**Cc:** [Bleck, Alberta](#); [McLean, Alyson](#); [Chu, Brian](#); [Strauss, Daniel](#)  
**Subject:** ADU\* Draft Environmental Impact Statement DEIS  
**Date:** Tuesday, June 19, 2018 6:33:25 PM

---

Dear Ms. Aly Pennucci and the members of the Seattle City Council,

I, **Cheryl McQuiston of 3935 W. Barrett St Seattle, WA 98199** (Seattle District 7), support the June 2018 recommendations by the Queen Anne Community Council requesting that a complete and adequate Environmental Impact Study Housing (EIS) be conducted, contrary to what is currently published in the proposed Accessory Dwelling Unit (ADU) Draft EIS. ADUs are known to include backyard cottages, known as detached accessory dwelling units (DADUs), and basement apartments, known as attached accessory dwelling units (AADUs).

1

We find there exists an inadequate assessment across all Chapters including Socioeconomics, Land Use, Aesthetics, Parking and Transportation and Public Services and Utilities.

In addition, do please include within the Final Study the Alternative supported by the Magnolia Community Council Land Use Committee that was signed by 87 Seattle Residents and submitted to the City with the Scope EIS and the May 31, 2018 public comment meeting.

2

Sincerely,

Cheryl McQuiston

**From:** [Don and Pam Miles](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU EIS Comments  
**Date:** Friday, June 22, 2018 2:34:15 PM  
**Attachments:** [Comments on ADU EIS.docx](#)

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Please see the attached comments on the ADU EIS. Thank you for your consideration.

Don Miles

611 West Comstock Street

Seattle, WA 98119

Sent from [Mail](#) for Windows 10

Accessory Dwelling Units (ADUs) Draft Environmental Impact Statement (EIS) Comments (Don Miles 6/13/2018)

**Housing and Socioeconomics**

Make clear whether any of the alternatives would likely increase or decrease the supply of affordable housing. | 1

Quantify and define causes for “upward pressure”, “marginally more tear downs” and “displacement pressure” under each alternative. | 2

Analyze environmental impacts on historic resources. | 3

Analyze environmental impacts of full build out on open space and tree canopy (loss of light and air, heat island effects, carbon sink reduction, etc.) | 4

**Land Use**

Analyze the impacts of “scattershot” population density increases under ADU development, versus strategic development in urban centers and villages which focus development proximate to alternative transportation and social services investment. | 5

**Aesthetics**

Illustrate and analyze environmental impacts of ADU development on a sloping site (hillside neighborhood) | 6

Under full build out, analyze the public safety and security and social equity issues of population densities oriented to alleys and backyards, rather than to street sidewalks (“eyes on the street” security issues and social integration and community cohesion). | 7

Analyze and illustrate shade and shadow impacts under full build out for each alternative.

**Parking and Transportation**

Illustrate and analyze parking and circulation impacts of ADU development on sites and in neighborhoods with narrow (yield) streets. | 8

Analyze the implications of “scattershot” population density increases under ADU development on alternative transportation infrastructure and services. | 9

**Public Services and Utilities**

Illustrate and analyze environmental impacts on sloping sites without gutters, sidewalks and storm sewers. | 10

**From:** [Berta Nicol-Blades](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments, Backyard Cottage DEIS  
**Date:** Tuesday, June 12, 2018 12:22:37 PM

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Seattle's overcrowding situation is intolerable on so many levels. Adding to it by allowing three residences per property will only increase the misery. Seattle's neighborhoods aren't equipped with the infrastructure to support the population increase. With all of these additional residences, the city will need to build and staff more fire stations, more police stations, more schools and more hospitals. My neighborhood was established in the 1885. Most of the infrastructure has not changed since that time. These multi-family residential properties would seriously overtax the existing services (e.g. water, sewer, electricity, gas, phone, cable and web service). Even newer neighborhoods would have their services seriously stressed, as they weren't built for that kind of population increase either. The character of all our neighborhoods will permanently change to a conglomerate of eclectic architecture and poor design crammed into smaller spaces (Seattle's current 4,000 sf allowance is already the smallest in the country). In the proposed legislation, boarding houses would also be allowed causing an even greater impact on the community.

Parking has spiraled out of control and tripling residential allowances without providing even nominal additional parking will encourage illegal parking putting people and property at even greater risk. Too many parked cars will block vision, block traffic and block emergency vehicles resulting in a greater number of injuries and deaths. How will emergency vehicles access these 'backyard cottages' when parked vehicles and structures provide an effective barricade?

Traffic will go from intolerable to impossible, especially in light of the little known fact that the light rail system isn't expected to be completed in Uptown for *at least* another twenty years. Refurbishing the monorail will only make parking and traffic worse (how will people get to the terminals!?). If a mainline route is blocked, surface streets would no longer be an advantage and the city would be in gridlock.

The traditional neighborhood is dying. More fitting names reference would be the "Capital Hill Colony", the "Ballard Bee Hive", the West Seattle Warren or the Queen Anne Quagmire. There will be no such thing as a 'quiet neighborhood'. Privacy will be non-existent as you stare into your 'backyard neighbor's' living room (or they into yours). If a property is allowed sixty percent structures and must allow 30% trees et al, how much will be required for ingress/egress? Claiming that the council will not allow less than 30% of the trees standing is a joke and will be impossible to enforce. The Seattle city council is far too willing to remove any protections to encourage building.

There are better ways to reduce the housing crisis without adding more frustration and misery to everyone who lives here. Clearly the enormous amount of money and the effort spent have done very little to ameliorate the housing situation or access to social services. More effort should be spent having productive discussions about strategies that have proven successful for other cities and consulting our own private social services (e.g. Union Gospel Mission, Compass Housing Alliance, etc.). No more floundering around with piecemeal and ineffective attempts at solutions.

With today's wanton greed, removing property ownership requirements will breed rampant speculative development, affordable housing displacement and single-family neighborhood conversion removing all things good about our neighborhoods. I urge you to keep the current zoning as is.

1

**From:** [Margaret Okamoto](#)  
**To:** [ADUEIS](#)  
**Cc:** [Pennucci, Aly](#); [LEG\\_CouncilMembers](#); [Durkan, Jenny](#); [Mantilla, Andres](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [kentil.freeman@seattle.gov](mailto:kentil.freeman@seattle.gov)  
**Subject:** Letter of Response to the City's ADU DEIS  
**Date:** Monday, June 25, 2018 1:38:22 PM  
**Attachments:** [Response To Backyard Cottage DEIS.docx](#)  
[Response To Backyard Cottage DEIS.pdf](#)

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Please see attached letter. Thank you

Margaret Okamoto

ADU DEIS  
Margaret Okamoto

Margaret Okamoto  
2563 6<sup>th</sup> Ave W  
Seattle, WA 98119

25 June 2018

Jenny Durkan, City of Seattle Mayor  
Nick Welch, Senior Planner - Office of Planning and Development  
Mike O'Brien, Seattle City Council  
Bruce Harrell, President - Seattle City Council  
Sally Bagshaw, Seattle City Council  
Teresa Mosqueda, Seattle City Council  
M. Lorena Gonzales, Seattle City Council  
Lisa Herbold, Seattle City Council  
Rob Johnson, Seattle City Council  
Debra Juarez, Seattle City Council  
Kshama Sawant, Seattle City Council  
Aly Pennucci, City Council Central Staff  
Ketil Freeman, City Council Central Staff  
Geoff Wentlandt, Senior Planner - Office of Planning and Development  
Nathan Torgelson, Director - Seattle Department of Construction and Inspections  
Andres Mantilla, Director - Department of Neighborhoods  
Jesseca Brand, Department of Neighborhoods

### Response To The City of Seattle's ADU (Backyard Cottage) DEIS

I recognize that with population growth comes the need for increased housing density and an increase in demand for all services the City of Seattle has to provide.

I further understand the need our City has for affordable housing and the Social Justice and Equity Agenda that the City has advanced.

At the same time, I believe that the top-down process the City is using to deal with the challenges it faces and the need to rectify past social injustices threatens to defeat the very conditions it wishes fervently to improve.

Neighborhoods and their residents know best how to solve their issues, and suggestions should come from the grassroots upward, with the City as facilitator of the process. Seattle's neighborhoods are not all alike, and a solution for one neighborhood may not be a workable solution in another. People need options and the ability to make choices that they see as best suiting their needs.

Thank you for all the work that has been done to create this ADU DEIS. I note that in each of its five categories of study for its DEIS: Housing and Socioeconomics, Aesthetics, Land Use, Parking and Transportation, and Public Services and Utilities, the Seattle City Council concludes that there are "no significant adverse impacts" resulting from their proposal to make Land Use Code changes to Single- Family Zoned properties in the city of Seattle.

I find the line of reasoning in the DEIS to be spurious and its conclusions, disingenuous. I would like to focus my remarks on two topics of study, Public Services and Utilities and Housing and Socioeconomics.

2

**1. Public Services and Utilities: 4.5:**

A. The Combined Sewer System prevalent in many City neighborhoods is currently unable to handle the amount of waste water, rain water, and sewage sent through the system.

A case in point: Sewage and stormwater from many older parts of the city, including Ballard, Fremont, Wallingford, and Queen Anne, all funnel into one set of pipes. In dry weather conditions, all sewage flows to King County's West Point Wastewater Treatment Plant in Magnolia. During wet weather conditions, polluted runoff can exceed the pipes' capacity and send a mixture of stormwater (90%) and sewage (10%) to outfalls that flow into the nearest water body. These combined sewer overflows, or CSOs, contain contaminants that can make people sick and harm fish, wildlife, and the environment.

Seattle Public Utilities and King County are working together to build an underground storage tunnel to reduce the amount of polluted water that spills into the Lake Washington Ship Canal from Ballard, Fremont, Wallingford, and Queen Anne.

This project will keep over 62 million gallons of polluted water out of the Lake Washington Ship Canal, Salmon Bay, and Lake Union each year. The project will limit CSOs to no more than one per outfall per year on average, in compliance with state and federal laws.

3

Cost increases are hampering the project at this time. And when/if completed, will it be able to accommodate significant increases in CSO's as population density increases?

Atop Queen Anne Hill where I live, particularly heavy rainstorms have turned storm drains into fountains gushing water skyward and turning streets into rivers.

In the Madison Valley, an intense rain storm in 2011 caused severe flooding that took the life of a resident. A subsequent lawsuit forced the City to finally address the flood-prone area---SPU added six blocks of pipes and a huge stormwater storage tank.

As the City's population increases and intense rain storms occur ever more frequently, our City lacks the infrastructure necessary to handle the resulting stormwater.

Many of the city's water pipes are made of wood and are 100 years old or older. The ceramic pipes carrying waste water from homes to the City's water mains are now at their 70-100 year old breaking point.

Increased development changes the contour of the land underneath it...which in turn affects water drainage and runoff. King County recognized this years ago when it added a flood control charge to our property taxes.

Tree removal also affects water runoff.

B. Seattle depends upon snowpack, not rainwater, for its drinking water. As our climate changes and the amount of snowpack decreases as expected, where will more drinking water come from to support an increasing and dense population? Does Seattle have plans to recycle grey water? Not every use in a home requires potable water.

4

ADU DEIS  
Margaret Okamoto

C. At one time City Light produced and sold its excess power to California. No more. Seattle no longer has excess power. And as our City's power needs continue to increase, what sources will meet these needs??

4

D. Increased density has an impact on the public health of our communities, overburdening the health environment and our City's ability to respond to the potential negative consequences.

It is already known that compressing an increasing number of people into a finite amount of space increases the opportunity for diseases, particularly infectious diseases.

Secondarily and over the long term, the longitudinal health of your population is impacted. When you compress an increasing number of people into a particular space, there is a decreasing opportunity to maintain a healthy physical and emotional lifestyle due to the competition for limited resources in a confined amount of space. In order to utilize limited resources, people would find it necessary to go to a 24/7 day. Schedules would become more regimented, and humans in a crowded environment do not do well on such a schedule for prolonged periods of time. Humans are not programmed to live in a hive society.

E. With an increase in density comes an increase in the need for public open space, parks, and recreation centers. Good public recreational facilities with adequate space to meet each neighborhood's needs, can help prevent crime and anti-social behavior. Public gathering spaces indoors and outdoors improve the social character of neighborhood life. Our City is woefully lacking in parkland, open space, and community recreation centers that are in excellent repair with space enough to meet the needs placed upon them by the neighborhoods in which they exist. Even with the addition of a Metropolitan Parks District, there remains a significant maintenance backlog and lack of funds to create and maintain facilities to meets our current population's basic needs.

5

With all the development in downtown and Uptown, for example, there have been no additions of this type of infrastructure.

F. Public schools are bursting at the seams. Where are the additional schools to meet the needs of a growing school age population?

G. Neighborhoods, including downtown, need p-patches, libraries, public performance spaces, and affordable museums whose hours, offerings, and space increase as the population/population density increase.

6

H. Population growth and increased density require a commensurate increase in the number of police officers. For years now, the City Police Department has been seriously understaffed.

In short, the public service and utilities upgrades needed to provide services to Seattle's current residents is lacking. Increasing population density in our single-family zoned properties even by 2,000-3,000 people is going to significantly overburden already taxed systems.

## 2. Housing and Socioeconomics: 4.1

A. Land values have increased astronomically, making it difficult for even moderate income residents to afford the commensurate increase in property taxes. With this increase in property values comes the fact that commercial rents have increased, displacing a number of small, local family owned businesses. Additionally,

7

local businesses that remain may be faced with having to increase prices to compensate, making their products or services unaffordable to residents.

B. As noted in the Findings and Decision of the Hearing Examiner for the City of Seattle---Hearing Examiner File W-16-004, Conclusion No. 10, "As with other zoning legislation, the direct impact of the proposed ordinance would be to alter the economic environment for development, in this case, development within single-family zones." "...the evidence here shows that the indirect impacts of the legislation would adversely affect housing and cause displacement of populations."

The City has adopted a Social Justice and Equity Agenda...all well and good, except that as low-to-moderate income housing is demolished, minority families who make up the majority of this category are pushed out of their long-time homes and neighborhoods and may no longer be able to find affordable housing within the City limits.

Attempts to mitigate this through the HALA and MHA legislation may not be successful. As land values escalate, developers pay more for properties and want to maximize their return-on-investment by building units that rent or sell at market rates

Additionally, the pool of funds available to the City for the building of low to moderate income housing will likely mean that available land will need to be purchased in the most affordable locations, congregating such housing in particular locations rather than having it scattered throughout the City, thus reinforcing the concept of segregated neighborhoods/housing patterns. There are no guarantees in this legislation to assure that affordable housing will be built throughout the City.

Will the City make use of "Eminent Domain" to build affordable housing in high-value and/or moderate value neighborhoods?

As diligent as the City staff has been in creating this ADU DEIS, I believe it falls far short in adequately addressing the true nature of the impacts the City Council's legislation will have on our City's single-family zoned properties and our neighborhoods.

7

**From:** [H.P. Oliver](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments on Draft Environmental Impact Statement for Accessory Dwelling Units  
**Date:** Monday, June 11, 2018 7:53:39 PM  
**Attachments:** [SEATTLE 2018-06-11 Comments on DADU EIS.pdf](#)

---

Please find my comments on Draft Environmental Impact Statement for Accessory Dwelling Units in the attached PDF file.

**H. Pike Oliver, AICP**  
(206) 890-7456  
[pike@urbanexus.com](mailto:pike@urbanexus.com)

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H. Pike Oliver  
330 W. Roy St., #101  
Seattle, WA 98119  
[pike@urbanexus.com](mailto:pike@urbanexus.com)

June 11, 2018

Re. Draft Environmental Impact  
Statement for Accessory Dwelling  
Units

Aly Pennucci  
PO Box 34025 Seattle, WA 98124-4025  
Email: [ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov)

Dear Ms. Pennucci:

Thank you for the opportunity to offer comments on the Draft Environmental Impact Statement (DEIS) for Accessory Dwelling Units (ADUs).

As an urban planner<sup>1</sup> and real estate practitioner and educator<sup>2</sup> I am concerned about the increasingly high cost of housing in the City of Seattle along with a long history of exclusion via land use planning and zoning.

The DEIS provides conclusive evidence that the proposed ADU rule changes under either action alternative would have no significant adverse impacts on the community. Accordingly, I believe that the DEIS supports the broadest range of changes to the land use code.

For the final preferred alternative, I support Alternative 2 as proposed, and recommend the following refinements:

1. allowance for two attached ADUs (as in Alternative 3) or two detached ADUs, or one of each
2. minimum lot size of 2,000 ft for detached ADUs
3. increase in maximum height of three feet over the existing limit, regardless of lot width, for detached ADUs

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<sup>1</sup> Master of Arts in Urban Planning from UCLA in 1974 and member of the American Institute of Certified Planners

<sup>2</sup> Lecturer in the Runstad Department of Real Estate at the University of Washington

*Comments from H. Pike Oliver, AICP on the Draft  
Environmental Impact Statement for Accessory  
Dwelling Units*

4. increase in maximum height of two additional feet for projects with green roofs or those pursuing the city's "Priority Green" program | 5
5. maximum size limit of 1,500 ft<sup>2</sup> for attached ADUs | 6
6. removal of the occupancy limit on unrelated people | 7
7. allowance for placement of a detached ADU in a lot's front yard or side yard | 8
8. removal of all restrictions on the location of entries for detached ADUs | 9

Removal of the owner occupancy requirement has been controversial in the past. The ADU legislation proposed prior to the environmental appeal retained an owner occupancy requirement. City Council claimed that the requirement would "prevent speculative developers from acquiring property and building backyard cottages that don't fit the character of the neighborhood. The DEIS analysis for Alternative 2 shows that Council's concerns are unwarranted, finding no significant adverse impacts related to either speculative development (Housing and Socioeconomics), or neighborhood character (Aesthetics).

10

For the DEIS to support an owner occupancy requirement, it would have to demonstrate that renters, as compared to homeowners, are an adverse environmental impact. Such a finding would be preposterous. In sum, the DEIS provides no justification whatsoever for including an owner occupancy requirement in the final preferred alternative.

Allowing two attached ADUs (AADUs), as in Alternative 3, would grant more flexibility for owners who have room in the main house for two AADUs, but no room for a detached ADU (DADU). Analysis on Alternative 3 with this allowance indicated no significant adverse impacts. Likewise, also allowing two DADUs instead would give greater flexibility to owners and would be highly unlikely to cause any significant impacts. The same size and footprint limits that apply to one DADU would apply to two DADUs cumulatively – that is, the stand alone built structure(s) couldn't be any bigger.

11

Lowering the minimum lot size for DADUs to 2,000 square foot would modestly expand the number of lots that could accommodate a DADU, as shown in DEIS Exhibit A-14. In many cases the lot coverage limit and setback requirements for DADUs would preclude their construction on smaller lots anyway. But some small lots – ones with very small houses, for example – could fit a DADU. In sum, a 2,000 square foot minimum lot size would be a relatively small change from Alternative 2, so the DEIS analysis should be sufficient to ensure there would be no significant adverse impacts.

12

Three extra feet of height can make a big difference for design flexibility and construction cost. Allowing three feet extra regardless of lot width is highly unlikely to introduce any significant adverse impacts. Lowering the height limit for narrower lots would not prevent a DADU on a wide lot from being placed on one side of the lot – that is, it won't prevent maximum height DADUs from being close to adjacent properties, and the DEIS found no significant adverse impacts for that scenario.

13

*Comments from H. Pike Oliver, AICP on the Draft  
Environmental Impact Statement for Accessory  
Dwelling Units*

Two extra feet of height would allow for thicker roofs to accommodate green roof materials or extra insulation to meet stringent green energy standards such as Passive House.

The proposal allows AADUs larger than 1,000 square feet in houses built before 2018, and that covers the vast majority of houses in the city – now, as well as ten years into the future – because the rate of new house construction is low relative to the total. The DEIS, however, found no significant adverse impacts with this allowance. It follows that extending the increased AADU size allowance to the tiny fraction of homes that are newly constructed would be highly unlikely to cause adverse impacts. But it would provide extra flexibility for some owners wishing to add an AADU. Why not allow an across the board maximum of at least 1,500 square foot for AADUs, regardless of year of construction?

14

It is the number of people, not whether or not they are legally related, that determines the degree of adverse impact, if any. Over recent decades family structures have evolved and tend to be less conventional. Targeting an occupancy limit on people who are not legally related is discriminatory.

15

On some lots the primary house is placed at the back of the lot, leaving space for a DADU in the front yard. Some lots are large enough to have room for a DADU in the side yard. A DADU subject to the same front and side setback requirements as a primary house would not be any more intrusive to surrounding property than what the code already allows, and thus would not introduce significant adverse impacts.

16

All lots are different and restricting the entry placement to 10 feet away from property lines limits design flexibility to respond to unique conditions. The DEIS gives no indication that entries as close as five feet to a property line (the minimum setback) would cause significant adverse impacts.

17

For the final preferred alternative, I recommend that the city not include the maximum size limit on new houses proposed as part of Alternative 3. The DEIS indicates that the size limit would make teardowns less likely and ADU construction more likely. However, Alternative 3 also includes rules likely to impede ADU production (owner occupancy, parking, MHA). The analysis does not isolate the impact of each change. This makes it unclear which change is doing what. For the final EIS, the city should conduct further analysis to assess the effect of the house size limit in isolation. A straightforward way to do that would be to apply the size limit to Alternative 2 and rerun the econometric model. If the city opts to include a size limit in the preferred alternative, it should exempt all AADU floor area from the size maximum, whether below grade or not.

18

The DEIS demonstrates that the action alternatives have substantial “breathing room” for avoiding any adverse impacts. This suggests that rules could be further relaxed without risk. Most important, the city should analyze allowing three ADUs per lot.

19

*Comments from H. Pike Oliver, AICP on the Draft  
Environmental Impact Statement for Accessory  
Dwelling Units*

Analysis could be simplified by assuming an upper-bound of 50 percent increase in ADU production. The city should also analyze:

- a lower minimum lot size for DADUs (2,000 square feet)
- an allowance for two DADUs
- an increase in the maximum size for AADUs (at least 1,500 square feet)
- removal of limits on the number of unrelated occupants.

Thank you for the opportunity to offer these comments.

Yours truly,



H. Pike Oliver

/hpo

20

**From:** [George Osborne](#)  
**To:** [O'Brien, Mike](#); [Durkan, Jenny](#); [Harrell, Bruce](#); [ADUEIS](#)  
**Cc:** [Arllys Osborne](#)  
**Subject:** ADU-EIS  
**Date:** Monday, June 25, 2018 7:37:25 PM

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Leaders,

My wife and I have lived in our home on Queen Anne for 40 years. I continue enjoying our choice to “be in the City”

I add my support to Queen Anne CC Comment Letter, and have an additional comment.

Time has shown that King county values the land higher than the home. We have felt the impact of developers paying high prices to redevelop lots to the highest and best use. Speculation will occur and the economic impact from higher return will place a burden on those that want to live in a single family home as property tax will increase to reflect this higher value. I believe many are on the tipping point and as this reuse grows, those struggling go first, more redevelopment and soon yet higher values, and you have density with no true residential feel.

Please address this impact, and the loss of tree canopy as we deforest our yard to grow.

Thank you for reading and I trust that you never underestimate the impact of a poor decision. Today the paper announces a 25% vacancy rate downtown. We have no need for this, and this will not be affordable given what has been spent on those constructed. Building is expensive and this housing will not be cheap, people/investors require a return.

Sincerely,

George Osborne  
206 484 8538

1

2

**From:** [Linda Pearson](#)  
**To:** [ADUEIS](#)  
**Subject:** RE: ADU draft Environmental Impact Statement  
**Date:** Friday, May 11, 2018 7:47:22 AM

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The following is my response to the recently released draft EIS.

I am a resident of West Seattle. I have an interest in constructing a DADU on my property. In my situation, I am considering adding a living unit above my existing 2 car garage. The only feasible choice your draft EIS provides for me to consider DADU construction would be **Alternative #2** regarding minimum gross floor area: "the minimum gross floor area to be 1,000 sq ft **excluding garage and storage areas**. The reality is, in my opinion, that constructing a living unit that would be restricted to 1,000 sq ft **including the garage and storage areas**, would not provide a livable space! This requirement alone is undoubtedly the principal existing deterrent to DADU construction for property owners in my situation. Further, I would like to comment **on item 2: Off-street parking requirements**: With the onset of an explosion of apartment/condo construction in my community, on-street parking is becoming in short supply. With this in mind, I believe the elimination of a required off-street parking space for an AADU or DADU will only serve to exacerbate the issue. An additional strain will be placed on the current parking shortage and also add to the restriction of traffic flow on residential streets that are too narrow due to the parked vehicles. While I realize that this choice is not available within the **proposed #2 Alternative** and I would not proceed to build a DADU with the maximum gross footage restrictions in the proposed Alternatives #1 or #3, I, none the less, would choose to provide an off street parking space as a responsibility to my community. I remain disappointed that there is not a proposed alternative that would include both of these issues.

Thank you.

Linda Pearson

Sent from [Mail](#) for Windows 10

1

2

**From:** [Anna](#)  
**To:** [ADUEIS](#)  
**Subject:** Please include tree preservation in the ordinance!  
**Date:** Monday, June 25, 2018 2:52:18 PM

---

To Whom It May Concern,

I'd like to comment on the ADU ordinance. I'm concerned that it does not address tree preservation. Please incorporate tree protections into this ordinance. For example, if a property owner has to cut down an exceptionally large tree or a grove, they should not have an ADU. I don't understand why this has become an "either or" situation. Most yards can still build these units even with the tree protections based on greater than 6" dbh.

Please take this into consideration. Please protect trees for the climate and for our community. We don't need further deforestation.

Respectfully,

Anna Pedroso

--  
Anna Pedroso  
[anna.pedroso02@gmail.com](mailto:anna.pedroso02@gmail.com)  
US2011047651

**One of the truest tests of integrity is its blunt refusal to be compromised.**

**-CHINUA ACHEBE**

1

**From:** [Tom Pehl](#)  
**To:** [ADUEIS](#)  
**Subject:** Accessory Dwelling Units Zoning Change  
**Date:** Monday, June 04, 2018 5:44:33 PM

---

City of Seattle,

The following comments are provided in response to the pending EIS for zoning change to allow ADU's in Single Family Zoning in the City of Seattle:

This zoning change will create UNPRECEDENTED changes to the underlying character of Seattle's numerous and distinct neighborhoods - changes that will not be favorable to the majority of the geographic areas of Seattle.

The City's current strategy of focusing growth in designated Urban Centers that are or will be supported with appropriate infrastructure is the right path forward. Focusing more density in these areas will better meet the needs of a growing population and protect the character of the city's neighborhoods.

Reducing barriers (costs, fees, permitting, and required studies) for new development and increased density in the Urban Centers is the most proven path to more housing.

Decreasing minimum lot size from 4,000 SF to 3,200 SF will result in density greater than the LR1 zoning!

1

Thomas Pehl  
1708 Bigelow Ave N  
Seattle, WA 98109

**From:** [Sandra Perkins](#)  
**To:** [ADUEIS](#)  
**Subject:** Comment on ADU-DEIS (issued May 10, 2018)  
**Date:** Sunday, June 24, 2018 3:53:51 PM  
**Attachments:** [ADU-DEIS - Queen Anne Comment Letter .pdf](#)  
**Importance:** High

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To whom it may concern:

I strongly support the comments in the attached letter from the Queen Anne Community Council, Land Use Review Committee.

I am horrified by the magnitude of the proposed changes to the zoning laws, and I am astonished that the City claims there will be no environmental impact resulting from these changes.

As the Queen Anne Community Council letter expands on this in detail, I will not repeat their comments, but I completely endorse them.

I hope these proposed changes will never become law in Seattle. They would ruin livability and single family neighborhoods in our City.

Thank you for considering my comments.

Sandra Perkins  
13226 42<sup>nd</sup> Ave NE  
Seattle, WA 98125

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**From:** [S. Brook Peterson](#)  
**To:** [ADUEIS](#)  
**Subject:** comment on ADU DEIS  
**Date:** Monday, June 25, 2018 6:10:24 PM

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Dear Ms. Pennucci and the Seattle City Council,

I am one of the many Seattle residents who currently can't afford to buy a house in this city. Since I moved here to take a job at the University of Washington when I finished my PhD in 2008, the rent I pay has steadily increased, while the livability of the housing I can afford has declined, even as I continue to advance in my career.

One of the many rental dwellings I've lived in during this time was a backyard cottage. These accessory dwelling units (ADUs) offer the renter some of the many privileges it seems the members of the home owning class in this city take for granted: not sharing walls with noise producing neighbors, having a bit of green space to call your own, getting to live in a residential neighborhood that isn't dominated by towering apartments. Given the current housing shortage, the city should be doing everything in its power to increase housing availability. Building more ADUs represents a way to increase housing density while still maintaining neighborhood character, and not relegating non-homeowners to life in monotonous apartment blocks.

Removing barriers to homeowners seeking to create more ADUs, as outlined in alternative 2 of this EIS is a good start, but additional changes would help to maximize the housing benefits of adding more of these units, while minimizing their environmental impacts. I would strongly urge the following changes to alternative 2, but only if they don't lead to a further round of review:

-eliminate the parking requirement.

-remove the owner-occupancy requirement, as it discriminates against the renter population who stand most to benefit from the addition of more ADUs.

-discourage the creation of more AirBNB units by incentivizing rentals of more than one month, by lowering development charges for homeowners who commit to maintaining their new ADU as a long term rental.

-allow more than one ADU per lot, and allow for homeowners with large houses to subdivide their houses into multiple units while also building ADUs.

-lower the minimum square footage for lots that can support ADUs to 2500.

-provide incentives for adhering to green building standards, by eliminating development charges on units built to standards like passivhaus and "living buildings".

Sincerely,

S. Brook Peterson

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**From:** [Ted and Alison Inkley](#)  
**To:** [ADUEIS](#); [Welch, Nicolas](#); [Pennucci, Aly](#); [Durkan, Jenny](#)  
**Cc:** [LEG\\_CouncilMembers](#); [O'Brien, Mike](#); [PRCC-Board-Communications@googlegroups.com](#)  
**Subject:** PHINNEY RIDGE COMMUNITY COUNCIL COMMENTS CONCERNING DRAFT EIS FOR ACCESSORY DWELLING UNIT ORDINANCE  
**Date:** Saturday, June 23, 2018 4:19:33 PM

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*Note: These comments are made on behalf of and were approved by a vote of the board of the Phinney Ridge Community Council:*

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the proposed “Accessory Dwelling Unit” (ADU) ordinance, which would up zone all single-family neighborhoods in the City to allow three dwelling units on most lots and loosen development standards for ADUs.

The Phinney Ridge Community Council (PRCC), on behalf of our neighborhood, has followed the progress of this legislation since it was first proposed by Council Member Mike O’Brien. As you may recall, our efforts included an online community opinion survey in early 2016 that received more than 360 responses. That survey, the results of which we forwarded to planners and elected officials, reflected community opposition to several of the legislation’s key elements--in particular the removal of the owner-occupancy requirement. Based on that survey and our own analysis we submitted a set of proposals concerning the legislation. Unfortunately, no elected officials responded to our survey or proposals.

Following the Queen Anne Community Council’s successful appeal of the City’s declaration of non-significance for the legislation, the PRCC in November 2017 submitted comments concerning the scope of the Draft EIS. We note that although the City adopted the suggestion made by us and others that the DEIS contain a third alternative, none of our suggestions for that alternative were adopted other than retention of the owner-occupancy requirement in Alternative 3 of the DEIS.

While we acknowledge and appreciate the effort that went into producing the DEIS, we have concluded that it still does not adequately address the environmental impacts of either Alternative 2 or Alternative 3; we also believe that a number of environmental issues raised in the Hearing Examiner’s decision in response to the Queen Anne Community Council’s appeal remain inadequately analyzed or are effectively not addressed at all. We therefore ask that you review the Hearing Examiner’s decision before preparing the Final EIS, and make certain that all issues raised in that decision are adequately examined.

We submit the following specific comments concerning the inadequacy of the DEIS:

1. The DEIS fails to consider or analyze the differing impacts that the legislation would have on Seattle’s varied neighborhoods. Development patterns, density, topography, transit access, proximity to business districts and traffic and parking issues vary greatly among distinct neighborhoods such as Capitol Hill, Queen Anne, Phinney Ridge, Blue Ridge, the Central District, Lake City and Rainier Valley. These neighborhoods also vary widely in terms of household income, real-estate costs, and potential for property speculation. Thus the proposed legislation could have vastly different impacts from neighborhood to neighborhood. A more fine-grained analysis of impacts that focuses on the unique characteristics of each neighborhood is necessary. To cite one example of the DEIS’s inadequacy, it analyzed parking impacts by focusing on just four small (not necessarily representative) neighborhoods as a

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basis for its conclusion that the proposal would have no significant impacts anywhere. We also believe that the parking analysis in the EIS was conducted in a manner that is not consistent with prior practice or established standards.

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2. The DEIS does not adequately examine or analyze the proposed legislation's impacts on displacement—that is, the fact that poor and moderate-income renters are likely to be forced from neighborhoods as speculators move into those neighborhoods and purchase property for development. Likewise the DEIS does not examine the effect that the likely property-tax hikes brought about by increased development potential and assessed valuation will have on displacement. In our view, it is simply wishful thinking to believe that up zoning all single-family neighborhoods would not radically change the economics of development in those areas—particularly if the owner-occupancy requirement is removed. This would almost certainly lead to the demolition of modest homes in order to construct three market-rate units. As the hearing examiner noted in her decision on the successful Queen Anne Community Council appeal of the declaration of non-significance: “[Testimony] showed that the proposal is likely to cause significant adverse impacts to housing, including existing lower income housing, and is likely to displace vulnerable populations...These are significant adverse environmental impacts that must be studied in an EIS in the context of the development/economic environment that would be created by the proposal.”

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Displacement of longtime communities due to new development has been an undeniable reality for years in areas like the Central District and Rainier Valley. The City should adequately assess whether, where and how up zoning every single-family neighborhood in Seattle would exacerbate that displacement.

3. The DEIS does not adequately address the land-use impacts of Alternatives 2 and 3. The study's authors, without real analysis or proof, conclude that similar land-use impacts would occur given neighborhood growth under any of the three alternatives studied. How this could be the case when the proposal would mean significant changes to height, scale, lot coverage, number of units and other limitations contained in current regulations remains unexplained.

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4. The DEIS also does not adequately address the significant negative impacts that Alternatives 2 and 3 would have on Seattle's already-diminishing tree canopy and associated permeable surfaces. Most of Seattle's urban forest is contained in single-family zones. Backyard trees make up a high percentage of the City's old-growth. Such trees will be the inevitable victims if larger backyard homes are built on smaller lots. Trees have many positive environmental benefits, absorbing carbon dioxide and reducing the urban “heat island” effect. Permeable surfaces help filter runoff and reduce the amount of pollution entering an already-ailing Puget Sound. We note that the reduction in forest cover could be especially significant given Seattle's weak tree-protection ordinance.

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5. The DEIS does not adequately address the effect of Alternatives 2 and 3 on schools and public utility services. The document makes no real attempt to analyze the probable impact that greatly increasing density in single-family zones would have upon water pressure or electrical service. The study likewise effectively dismisses the potential impact upon Seattle's already-crowded public schools, where many children (including those at our local elementary school) are housed in portable buildings on what used to be play areas. We believe that the impact of the proposed zoning changes will not be uniform throughout the City; because of differing economics of development, some neighborhoods are likely to be harder hit.

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We also believe that the Final EIS should examine other alternatives, such as those we

proposed in our March 2016 letter and November 2017 scoping memo to the City. We continue to believe that any code changes should be tailored to the circumstances of individual neighborhoods, should be made incrementally to test their effects, and should contain meaningful limitations on the use of ADUs as short-term rentals. We also continue to believe that meaningful design guidelines, such as are applied to ADUs in Portland and Vancouver, BC, are a must.

We look forward to a Final EIS that corrects the flaws in the draft document and gives decision-makers and the public an adequate and complete picture of the effects of an up zone of all single-family neighborhoods in the City.

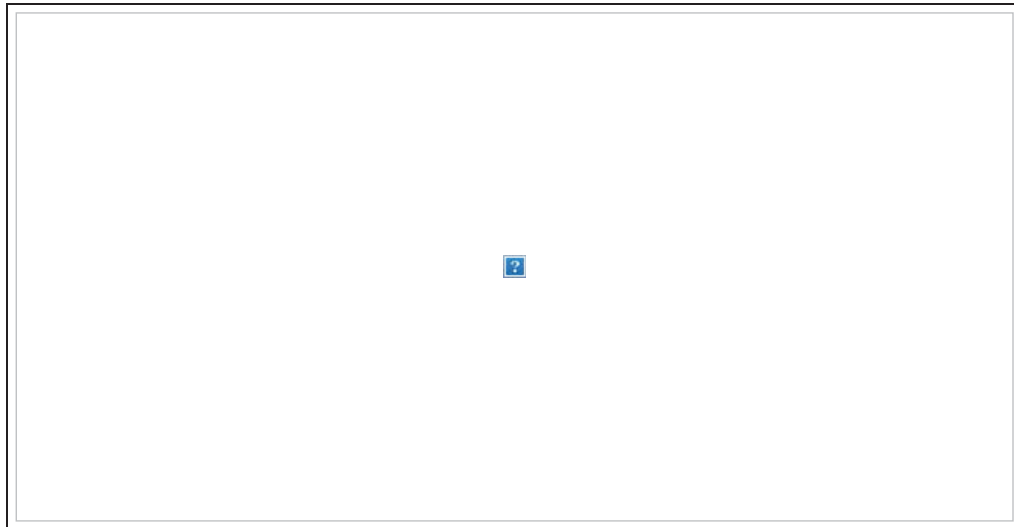
In the meantime, we hope that decision-makers will reconsider their top-down approach and work with neighborhoods throughout the City to craft a land-use plan that accomplishes its goals while respecting the unique neighborhoods that make Seattle special.

**From:** [Glenn Pittenger](#)  
**To:** [ADUEIS](#)  
**Subject:** draft EIS comment review  
**Date:** Monday, June 18, 2018 7:53:05 PM

I'm writing to indicate my full support for alternative 2 of the draft ADU EIS, with a few further suggestions that I will outline later in this letter. I'm a 3rd generation Seattle resident, and I've lived in Seattle for the majority of my life, and all of my adult life. I've lived in multiple neighborhoods in the city (at least 10), including Queen Anne, Green Lake, Ravenna, Fremont, the University District, Capitol Hill, Crown Hill, Wallingford, Ballard, Phinney Ridge, and Maple Leaf. I've attended school in the Seattle school system, including Ravenna elementary, BF Day, and Hamilton Middle school. I also graduated from the University of Washington with a degree in Economics in 1989. Over the years in Seattle I've lived in a diverse range of housing such as basement studio apartments, courtyard apartments, duplexes, houses rented with friends, and then buying my own detached single family house in Maple Leaf, where I've lived since 1993. What my diverse experiences living in Seattle have taught me is that I greatly value dense walkable neighborhoods where as many people as possible have walking access to our parks, schools, libraries, transit stops, stores, and all of the many amenities that make a city. I firmly believe that sparsely populated "single family" blocks like mine have room for more housing and housing options, and that failing to allow more options is a detriment to community diversity and accessibility, and a detriment to our environment.

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The large corner lot that I've owned and lived on for 25 years is very large by Seattle norms at 7,440 square feet. The existing house has a fairly small footprint, slightly under 1,000 square feet, and this house sits on the eastern half of the property. On the southwest corner of the property, next to the alley, is a carport with parking for two cars. Next to the carport, to the north, is additional, uncovered, parking for 2 cars, and this is the main area where I'd like a new DADU to be located. The following diagram shows my lot, and also shows the neighboring lots and streets to give a sense of scale, location, and placement.



One big suggestion I'd like to add to the existing list of rules enhancements, is to allow greater flexibility of parking location, and to allow a curb cut when it provides greater parking placement options, even if the lot already has an alley. DPD staff have told me that currently, curb cuts are not allowed if the lot has an alley, but this rule limits my ability to have parking where I'd most like it, and limits my flexibility as to where the

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DADU could sit in my rear yard. I'd like this change, even if the parking requirement rule is removed, because I would still like to provide parking for my house+DADU, and have the house parking closer to the house. The street north of my lot (NE 85th Street) is a residential street, with plentiful vacant parking. Most days and nights less than 40% of the parking spots on this street are occupied. Adding a curb cut here would have no impact on street parking availability, and it would allow me to create a buffer between my house and DADU, and place parking within that buffer. In my diagram, I'm also showing a hedge on either side of the parking to give a sense of the nature of the buffer I'd like to make. I think this does a lot to give the residents of the house and the DADU greater privacy from each other, and I think our DADU and land use rules should be flexible enough to allow this. DPD staff tell me that a curb cut would be allowed if I was dividing the lot in half, but not for a DADU, and I think such a rule is arbitrary, and serves no valid purpose. Please allow greater parking options for DADUs, including curb cuts from residential streets with plentiful parking.

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An additional enhancement that I believe would be beneficial, is to have a variance process for setbacks and rear yard coverage for the DADU. This would, in particular, encourage greater recycling of houses, by moving houses that are small enough to become DADUs, to new locations. I know of at least one case where this has happened, and the owner said there was a lot of challenge making the house fit on her lot within setbacks and the required parking location. Having more flexibility would allow more people to recycle houses, which would reduce tear downs, and reduce the amount of housing materials that would otherwise end up in a landfill. It would be a shame to prevent someone from recycling a house, slated for demolition, simply because the house dimensions were 1 or 2 feet too large to fit within a lot's setback or required rear yard coverage. Recycling houses is also a path to creating housing at a lower cost, because it is much less expensive to move a house than it is to build a new structure. Please include a flexible variance process for DADUs.

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An additional enhancement I'd like to see to the rules is to allow a DADU to be in a front yard or side yard, not just in the backyard. There seems to be little reason behind this restriction, other than visual preference of prior rule makers. Some houses are already set to the back of their property, and it would be a shame to prevent a DADU in the front of the house, if space exists. There are also cases where the existing house is small enough that it could qualify as the DADU, and a larger main house could be built on the back of the lot. This should be allowed, as another way to reduce tear downs.

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Also, I think the AADU and the DADU should be allowed in the same structure, or put another way, allow two total ADUs, regardless of whether one or none is inside of the main house. If the main house is very small, and the lot is very large, why not allow a new 2nd structure, that contains both the DADU and ADU? Additionally, if the property is large enough, why not even allow 2 fully detached ADUs to give greater sense of privacy. This could be a rule that is based on lot size, such as a feature allowed on lots over 6,000 square feet if it can still meet total lot coverage requirements.

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I also think the city of Seattle should work with King County to negotiate a much lower sewer hookup fee to encourage more DADUs. It was revealed sometime in 2016 or 2017 that new DADUs were being hit with very large additional fees for sewer hookups (\$10K), and yet similar fees are not applied to new McMansions in our neighborhoods (when it replaces a torn down house). We should be incentivizing more modest and small dwellings, and Seattle should work with partner agencies to ensure that the fees for permits and utilities are setup to incentivize owners to build small and modest. One idea would be to base the fee on the total number of bathrooms on the property -- so that a McMansion with 4 bathrooms is paying the same fee (or more) than a 2 bathroom house with a 1 bathroom DADU.

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Regards,

Glenn Pittenger  
8267 4th Ave NE, Seattle, 98115

**From:** [George Pleusnin](#)  
**To:** [ADUEIS](#)  
**Subject:** Single home zoning change  
**Date:** Monday, June 25, 2018 1:19:35 PM

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ABSOLUTELY option #1: maintain current ordinance! Families want Seattle remain Seattle, NOT become NYC or Hong Kong!

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**From:** [Michael Herschensohn](#)  
**To:** [ADUEIS](#); [Durkan, Jenny](#); [Welch, Nicolas](#); [O'Brien, Mike](#); [Harrell, Bruce](#); [Bagshaw, Sally](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#); [Herbold, Lisa](#); [Johnson, Rob](#); [Juarez, Debora](#); [Sawant, Kshama](#); [Pennucci, Aly](#); [Freeman, Ketil](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [Brand, Jesseca](#); [Goran.Sparman@seattle.gov](#)  
**Cc:** [Alicia Arter](#); [Nicole Demers-Changelo](#); [Jan Hadley](#); [Tova Williamson](#); [Jodi Baghai](#); [Kim Turner](#); [Leanne Olson](#); [Eric Dripps](#); [Maureen Elenga](#); [Georgi Krom](#); [Marga Rose Hancock](#); [Sue Billings](#)  
**Subject:** ADU DEIS COMMENT  
**Date:** Sunday, June 24, 2018 8:14:27 AM  
**Attachments:** [DEIS DADU Letter.docx](#)

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Attached please find the Queen Anne Historical Society's letter of comment on the ADU DEIS.

Thank you,

Michael Herschensohn, PhD  
President, Queen Anne Historical Society

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Michael Herschensohn



June 24, 2018

Mayor Jenny Durkan  
Nick Welch, Senior Planner - Office of Planning and Development  
Mike O'Brien, Seattle City Council  
Bruce Harrell, President - Seattle City Council  
Sally Bagshaw, Seattle City Council  
Teresa Mosqueda, Seattle City Council  
M. Lorena Gonzales, Seattle City Council  
Lisa Herbold, Seattle City Council  
Rob Johnson, Seattle City Council  
Debra Juarez, Seattle City Council  
Kshama Sawant, Seattle City Council  
Aly Pennucci, City Council Central Staff  
Ketil Freeman, City Council Central Staff  
Geoff Wentlandt, Senior Planner - Office of Planning and Development  
Nathan Torgelson, Director - Seattle Department of Construction and Inspections  
Andres Mantilla, Director - Department of Neighborhoods  
Jesseca Brand, Department of Neighborhoods  
Goran Sparrman, Interim Director - Seattle Department of Transportation

**RE: Letter of Comment Regarding ADU DEIS (issued May 10, 2018)**

Dear Mayor Durkan, Ali Pennucci, Ketil Freeman et al:

The Queen Anne Historical Society thanks you for this opportunity to comment on the ADU DEIS and to endorse the Letter of Comment regarding it submitted by the Queen Anne Community Council.

We are particularly distressed by the DEIS' broad and sweeping disregard of neighborhood character and the distinctive qualities of local historic fabric as they vary across the city.

We have already seen huge increases in capacity across Lower and Upper Queen Anne and Interbay that make sweeping comparisons to the less developed ADU DEIS study sites invalid.

The society regularly endorses the adaptive reuse of historic buildings to increase population density, as most recently evidenced by our advocacy in support of the landmarking of the Garfield Exchange building (creating 27 dwelling units where none previously existed) and the American Cancer Society building (allowing 39 SEDUs on the adjacent parking lot). Our society embraces the Urban Village concept that accommodates more people while simultaneously respecting our neighborhood's single-family quality. We cannot, however, accept the specious logic of the ADU DEIS that one size fits all.

Sincerely,

Michael Herschensohn, PhD.  
President, Queen Anne Historical Society

Queen Anne Community Council  
Land Use Review Committee  
Planning Committee



**June 14, 2018**

Mayor Jenny Durkan, City of Seattle Mayor  
Nick Welch, Senior Planner - Office of Planning and Development  
Mike O'Brien, Seattle City Council  
Bruce Harrell, President - Seattle City Council  
Sally Bagshaw, Seattle City Council  
Teresa Mosqueda, Seattle City Council  
M. Lorena Gonzales, Seattle City Council  
Lisa Herbold, Seattle City Council  
Rob Johnson, Seattle City Council  
Debra Juarez, Seattle City Council  
Kshama Sawant, Seattle City Council  
Aly Pennucci, City Council Central Staff  
Ketil Freeman, City Council Central Staff  
Geoff Wentlandt, Senior Planner - Office of Planning and Development  
Nathan Torgelson, Director - Seattle Department of Construction and Inspections  
Andres Mantilla, Director - Department of Neighborhoods  
Jesseca Brand, Department of Neighborhoods,  
Goran Sparrman, Interim Director - Seattle Department of Transportation

**Re: Letter of Comment Regarding ADU DEIS (issued May 10, 2018)**

**Dear Ali Pennucci and Ketil Freeman, Mayor Durkan, CM O'Brien, Nick Welch, et al:**

Thank you in advance for this opportunity to present our comments upon the ADU DEIS. We appreciate the City completing this referenced DEIS in conformance with the Hearing Examiner's Decision (HE File Number: W-16-004) addressing our appeal of the DNS (Declaration of Non-Significance) concerning the unstudied advancement by CM O'Brien of what is now noted within this DEIS as Alternative 2. The Queen Anne Community Council along with thousands of citizens throughout every Seattle neighborhood came together to support challenging the City to study, per state law, the environmental impacts associated with up-zoning every single-family neighborhood city-wide. Please note that within our comments, we have quoted sections from within the DEIS that are highlighted in red.

**1. Introduction to the Queen Anne Community Council Commentary:**

The proposed re-zone of every single-family neighborhood and one-half the City of Seattle land area proposes to overturn the existing codes and has been titled "Removing Barriers to Backyard Cottages (DADU) and Accessory Dwelling Units (ADU)." The existing code was studied in 2005-2006 by the Seattle Planning Commission (SPC) that consulted with experts and professionals around the country and then identified potential significant impacts to single-family properties and neighborhoods throughout our city. Martin Kaplan was a member of the Seattle Planning Commission team that led this comprehensive effort to increase the opportunities for accommodating more density in single-family zoned areas of our city.

During the SPC review, they arrived at the current code that took into consideration many potential significant impacts to almost all single-family zoned properties. A trial period was conducted between 2006 and 2009 when the SPC helped advance the current code through legislation in 2010. This code has been in place since 2010 and has allowed any single-family property owner with a parcel greater than 4,000 sq ft to construct a backyard cottage. In addition, any single-family home can have an ADU within the house, but not both a DADU and ADU on the same property. As was proven within our successful appeal hearing, noted strongly within the Hearing Examiners Decision, and substantiated by City Planners and proposal authors Geoff Wentlandt and Nick Welsh, the notion advanced by some that somehow the current code restricts homeowners from building one or the other today is simply false. There are specific regulations within the code and those were founded upon strong evidence of potential impacts that remain current, and in many cases even much more of an impact today.

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This current proposed legislation seeks to overturn every code restriction the SPC, City Council and Mayor, and experts felt were critical in respecting, protecting and preserving the rights of single-family neighborhoods and property owners while offering opportunities to increase density. In addition, the current code was drafted after comprehensively studying models from other cities and reviewing the history of outcomes, impacts, and resultant mitigations.

This DEIS fails to address and study the experiences, environmental impacts, mitigations and resultant outcomes considered by other cities including the 54 cities that the City Planners studied and cited in their exhibits in composing their original proposal advanced within in Alternative 2 and many as well in Alternative 3. In fact, the only city cited within the DEIS as a basis for several assumptions advanced within the DEIS is Portland, our southern neighbor that was found during our appeal hearing to be well shy of being a representative comparable due to many significant differentiations.

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The Queen Anne Community Council appealed the SEPA DNS for many reasons, none having to do with delaying the legislation, restricting neighborhood growth and increasing density, or preventing more DADU's and ADU's from being built. Instead, our appeal was solely founded upon the legal process requiring City Hall to professionally and comprehensively study the potential environmental impacts associated with the following proposed changes, among others, to the current existing DADU and ADU codes.

- Ignore the differentiation and uniqueness of every Seattle neighborhood
- One-size-fits-all top-down policy change without adequate comprehensive public input
- Allow an ADU and DADU (backyard cottage) on the same lot
- Remove the off-street parking requirements
- Eliminate the owner-occupancy requirement
- Reduce the minimum lot size for ADU/DADU's
- Increase the maximum height limit for DADU's (backyard cottages)
- Increase the rear yard lot coverage limit
- Increase maximum gross square footage limits
- Add flexibility for location of entry to a DADU (backyard cottage)
- Increase heights of roof features that add interior space in DADU's
- Allow for projections from DADU's (backyard cottages)
- Increase opportunities for accessory structures in required yards
- Modify definition of "Residential use" to include more density

As a result of our successful appeal, the [Hearing Examiners Decision](#) (File Number: W-16-004) required the city to undertake a comprehensive environmental study of every one of these critical environmental impacts. The above referenced Draft Environmental Impact Statement (DEIS) has been completed pursuant to the hearing examiner's Decision.

**We have reviewed the DEIS and find that the DEIS fails to adequately address the significant environmental impacts associated with the above referenced impacts included in Alternatives 1, 2, and 3. As it finds without exception that there is no even one environmental impact to mitigate within**

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City of Seattle, Aly Pennucci, Ketil Freeman et al:  
Queen Anne Community Council Comment Letter – ADU DEIS  
14 June 2018

the entire study, It fails to comprehensively and honestly analyze the impacts from rezoning of one-half the land area of the City of Seattle, up-zoning every single-family neighborhood into multi-family properties, and completely fails to recognize and address the unique qualities, limitations, and opportunities within most of our over 30 neighborhoods.

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2. **The DEIS fails to adequately study the true environmental impacts:**

In discussing the adequacy of an DEIS, the courts have ruled that:

- a. The primary function of an environmental impact statement under NEPA is " 'to insure a fully informed and well-considered decision ... ' " *Strycker's Bay Neighborhood Council, Inc. v. Karlen*,
- b. In order to fulfill its role, the EIS must set forth sufficient information for the general public to make an informed evaluation, *see id.*; *Natural Resources Defense Council, Inc. v. Callaway*, ... and
- c. for the decisionmaker to "consider fully the environmental factors involved and to make a reasoned decision after balancing the risks of harm to the environment against the benefits to be derived from the proposed action." *County of Suffolk v. Secretary of Interior*,

As we considered the above minimum requirements expected from an adequate DEIS, we found the City's own statement within the DEIS on page 4-66 most noteworthy in substantiating our position for inadequacy.

***"The form of existing development varies widely across single-family zones in Seattle; therefore, a comprehensive summary is not possible"***

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Throughout the DEIS, the City has ignored the outcry from every neighborhood, the Decision of the Hearing Examiner in our appeal, a majority of comments from the scoping exercise, and the requirements established by law that mandate a "comprehensive" analysis of all environmental impacts. In the snip above from their own DEIS, the city admits that such a lawful study is not possible, however we strongly disagree. It is only not possible if City Hall in fact follows a pre-determined ideology that considers the city and half its land area to be among many things - homogeneous, flat, treeless, carless, complete with sidewalks, rich with abundant reliable mass transit, complete with modern infrastructure throughout, platted similarly, and undifferentiated culturally, economically, socially and without neighborhoods of different age, uniqueness, size and character. The fact that the city continues to ignore the law by refusing to consider the unique qualities, issues and opportunities, and significant diversity of over 30 neighborhoods alone renders this DEIS inadequate.

We look forward within our comments below to focus upon the 'adequacy of the DEIS' as directed by state law. In so doing, we will consider many issues including those advanced within our appeal by our experts and City experts as well. Statements within an DEIS must be substantiated. We will also rely upon case law moving ahead this year and in evaluating the DEIS and FEIS adequacy such as:

***"Finally, and perhaps most substantively, the requirement of a detailed statement helps insure the integrity of the process of decision by precluding stubborn problems or serious criticism from being swept under the rug. A conclusory statement unsupported by empirical or experimental data, scientific authorities, or explanatory information of any kind not only fails to crystallize issues, but affords no basis for a comparison of the problems involved with the proposed project and the difficulties involved in the alternatives." Seattle Audubon v. Moseley,***

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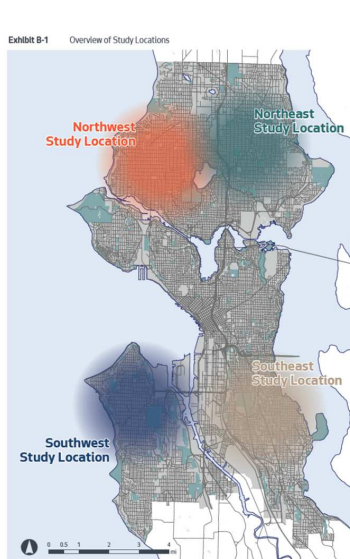
3. Parking and Transportation, an example of DEIS inadequacy:  
The DEIS in 4.4.3 Mitigation Measures, Page 4-146 notes:

**4.4 DEIS Introduction:** “This section considers the impacts of the proposed Land Use Code changes on parking and transportation. We evaluated the potential parking impacts associated with the proposed Land Use Code changes by considering the existing availability of on-street parking relative to the expected increase in demand for on-street parking under each alternative. ”

**4.4.3 Mitigation Measures** “The analysis in this section identifies minor adverse impacts that may occur on specific blocks within the study area where on-street parking demand exceeds supply, but it does not identify these as potential significant adverse impacts, meaning no mitigation measures are required”

**4.4.4 Significant Unavoidable Adverse Impacts**

No significant unavoidable adverse impacts are anticipated from any of the alternatives considered in this EIS.



ADU Draft EIS  
May 2018

As a metaphor and substantiation for our position of inadequacy of the DEIS, please consider Section 4.4 Parking and Transportation. Section 4.4.1 pp4-124

**Parking Analysis Area**

“To understand the affected environment related to parking, and to inform the analysis of potential impacts from the proposed changes to the Land Use Code, we selected four study locations that provide a representative sample of neighborhoods where ADUs could be constructed. (See Appendix B for more details on the study locations.)”

We identified these four study locations by their general geographic location in the city: northeast, northwest, southeast, and southwest. The study locations represent a range of conditions found in single-family zones and include areas that vary by lot size; the presence of alleys, driveways, and sidewalks; and proximity to transit. (red emphasis added)

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While the study locations are not near large retail areas, we measured parking utilization on Saturdays to confirm that weekday overnight parking demand was the peak. The data we used for each of these geographic study locations included the following:

**Northeast and Northwest.** We collected weekend overnight parking data on a Saturday.

**Southeast.** We used parking data collected for a 2016 SDOT parking analysis that did not include weekend parking data (SDOT 2016).

**Southwest.** We used SDOT data collected in September 2017 (SDOT 2017b). “

Exhibit B-1 on page B-3 strongly supports our position that this DEIS is inadequate in comprehensively studying the environmental impacts. As the City admitted on DEIS page 4-66 (“**The form of existing development varies widely across single-family zones in Seattle; therefore, a comprehensive summary is not possible**”), this exhibit clearly exposes the biased and inadequate approach by City Hall and lack of a lawful and comprehensive commitment to complete a proper and defensible DEIS. One immediately recognizes the clear effort to segregate neighborhoods in Seattle and study only those at the edges with much larger lots, much newer infrastructure, much wider streets, and more recently platted. In doing so, the City intentionally ignored one-half the single-family population and denser properties located more central to the inner-city that would obviously expose many more significant environmental impacts. This transparent biased approach is just one example among many others that condemn this DEIS to fail in its adequacy.

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To return to our main criticism that this DEIS fails to recognize the uniqueness of each Seattle neighborhood and by doing so ignores the differentiations in each including among many; topography, access to reliable and accessible transit, property size, access to parking, street width and character, utility infrastructure, tree canopy and many others. Not doing so, and in fact cherry-picking particular data to support the City's proposals, renders the EIS inadequate, and more so transparently disrespectful to 300,000 Seattleites who reside in single-family neighborhoods.

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The City's one-size-fits-all approach to up-zoning every single-family neighborhood neglects to consider the issues and opportunities inherent in each, but dissimilar among all. For instance, one should consider that in the Capitol Hill neighborhood, where property sizes like other early inner-city Seattle neighborhoods were platted over 100 years ago and are minimally sized as is the street grid, needs to consider adding density much differently than Blue Ridge, View Ridge, Morgan Junction, or Othello, that enjoy much newer platting, much larger lots and streets, and much newer infrastructure among other advantages.

An additional significant issue in many neighborhoods, left absent in the DEIS, involves "Park and Hide" impacts from those coming to work from outer areas and other cities and parking in neighborhoods close to transit service, avoiding downtown parking expenses. This has become a very serious impact upon many neighborhoods where competition to park near your home or apartment includes those seeking free parking and a bus pass. The DEIS has not identified even one concern or impact.

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In addition, Appendix B relies heavily upon a Portland, Oregon model for comparisons. During our successful appeal, the Hearing Examiner, in ruling on our behalf and requiring the DEIS, recognized through expert testimony from our witnesses including Bill Reid, (Portland based real estate economist) and city witness John Shaw, (Seattle Senior Transportation Planner) that the cities of Portland and Seattle have significant differences. These differences are broad based and often do not relate as comparable. For example, Portland's topography, transit, and land use codes differ heavily from Seattle's, as do their demographics including lack of comparable large corporate headquarters, displacement pressures, population and transportation planning. See below snip from Hearing Examiners Decision page 13 of 14

14. The Appellant claims that OPCD's assessment of parking impacts is not supported by substantiated opinion and data. As noted, the proposal would remove the existing requirement for one off-street parking space for an accessory dwelling unit located outside an urban center or village. OPCD agrees that its consideration of parking impacts is largely based on its production estimate for ADUs and DADUs and on the existing distribution of ADUs and DADUs within the city.<sup>47</sup> There is no citation to any studies or other objective data as the basis for the conclusion that parking impacts would be minor. The parking analysis was not even reviewed by DCI's transportation planner.<sup>48</sup>

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15. OPCD points to a study conducted in Portland, which showed that just over one-third of ADUs had vehicles parked on the street.<sup>49</sup> This study was not cited in the Checklist or the DNS. Of more importance, though, is the fact that Portland allows only one accessory dwelling unit of just 800 square feet on a single-family lot, whereas the proposal would allow two larger units, which increases the likelihood of a larger number of people living on each lot.<sup>50</sup> In addition, there is nothing in the record showing the relative types and availability of transit in Portland and Seattle neighborhoods, which would likely affect car ownership among ADU and DADU residents. Overall, it does not appear that the determination on parking impacts was based on information sufficient to evaluate those impacts. Further, unrefuted testimony from the Appellant's witness, Thomas Marshall, although somewhat exaggerated, showed that the proposal presents a reasonable likelihood of more than a moderate impact on parking. Finally, a new parking impact analysis will be required in any event in light of Conclusions 9 and 10 above.

The parking impact study as required by the Hearing Examiner and completed within the DEIS fails to comprehensively and accurately review the true city-wide parking impacts, as it only reviewed 4 small areas within newer neighborhoods of the city on one night. A city-wide comprehensive neighborhood by neighborhood approach is necessary to evaluate specific environmental impacts. For instance, the DEIS does not analyze parking and circulation impacts of ADU development on sites and neighborhoods with narrow (yield) streets or differentiate between neighborhoods whatsoever.

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#### 4. Housing and Socioeconomics:

The DEIS in 4.1.3 Mitigation Measures, Page 4-36 notes:

**4.1.3 Mitigation Measures** *“Based on the results of this analysis, the proposed Land Use Code changes would have marginal benefits on housing affordability and would not increase displacement impacts. Therefore, no mitigation measures are proposed.”*

**4.1.4 Significant Unavoidable Adverse Impacts** *“Based on the results of this analysis, the proposed Land Use Code changes would have marginal benefits on housing affordability and would not increase displacement impacts. No significant unavoidable adverse impacts are anticipated to housing or socioeconomics from the proposed Land Use Code changes.”*

The DEIS discusses issues surrounding development economics, ADU production, housing affordability and displacement. However, this section of the DEIS fails to adequately consider many significant issues brought forth from our experts as well as the city experts during our appeal hearing and noted in the Hearing Examiner's Decision. Therefore, the city's conclusions above are false and unsubstantiated. Considering once again the Hearing Examiner's Decision regarding what is noted in the DEIS as Alternative 2 and part of 3, Please review below her opinion as gleaned from expert testimony: (HE File Number: W-16-004 Page 11/15)

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9. The testimony of Mr. Reid, Ms. Souvanny, and Mr. Lai showed that the proposal is likely to cause significant adverse impacts to housing, including existing lower income housing, and is likely to displace vulnerable populations. Maintaining that it did consider housing and displacement impacts, OPCD repeats the statistics and projections from the Checklist and DNS that are based on its experience with ADUs and DADUs under existing regulations. But the evidence shows that the proposed legislative changes would create a regulatory environment that is likely to generate entirely different impacts that OPCD has not considered, what Mr. Reid referred to as a “fundamental change to the land use form.”

10. OPCD characterizes the impacts discussed by Mr. Reed and Ms. Souvanny as purely economic in nature and thus, not required to be analyzed in a DNS. But they are not. SEPA requires analysis of both the direct and indirect impacts that would occur over the lifetime of the proposal. As with other zoning legislation, the direct impact of the proposed ordinance would be to alter the economic environment for development, in this case, development within single-family zones. However, the evidence here shows that the indirect impacts of the legislation would adversely affect housing and cause displacement of populations. These are significant adverse environmental impacts that must be studied in an EIS in the context of the development/economic environment that would be created by the proposal.

We will address a few obvious omissions and errors below:

- A. Housing affordability: The original “Removing Barriers to Backyard Cottages” legislation advanced by Councilmember O'Brien claimed that this policy was an 'emergency' response to helping solve the affordability crisis in Seattle. While the DEIS reviews some issues surrounding affordability, the suggestion that DADU's and ADU's would contribute to solving the affordability crisis in any way was debunked and proven false in our hearing by both our experts and the City's experts as well. The City's own experts Matt Hutchins, architect and Sam Lai, housing developer, admitted that the units would not be affordable due to expense and added as well that removing many of the barriers

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proposed (Alternatives 2 and 3) would contribute to significant potential displacement. These facts are not discussed within this DEIS and contribute to its inadequacy. Please review below her opinion as gleaned from expert testimony: (HE File Number: W-16-004 Page 11/15)

7. The Appellant observes that the proposed ordinance has been actively promoted as a means to create affordable housing but that OPCD failed to analyze whether the ordinance could fulfill that objective. There is significant testimony in the record that the ordinance would not create affordable housing in most instances,<sup>41</sup> but OPCD responds that the objective of the legislation is simply to encourage the production of ADUs and DADUs through revisions to Code requirements that restrict their production. Although it may be unsettling for the Appellant to see legislation promoted for a purpose that it is unlikely, and apparently not intended, to fulfill, that is a political issue, not a SEPA issue. As noted, the SEPA issue in this case is whether the record demonstrates that environmental factors were fully considered and the DNS was based on “information sufficient to evaluate the proposal’s environmental impact.”<sup>42</sup>

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The DEIS does not address or present mitigations concerning the fact that ADU's are by definition not affordable. City witness Matt Hutchens, Architect who designs and builds ADU's and DADU's testified that these units are not affordable as construction costs can average \$250 -\$350 per sq ft to construct and would be rented for at least \$2,000-\$3,500 per month to cover development costs.

*City of Seattle EIS Introduction by Ketil Freeman, City Council Central Staff:*

*“ADUs are a key component of meeting our pressing housing needs. By removing regulatory barriers to make it easier for property owners to build both attached and detached ADUs, we can increase the number and variety of housing choices in Seattle’s single-family zones.”*

The notion presented by the City that the number of ADU's and DADU's are limited due to regulations has been found to be without merit. While some regulations do restrict their development in defense of environmental impacts, the overwhelming barrier to adding an ADU or DADU is cost. In many hearings, advocates seek to have the City and therefore the general public subsidize construction which they claim may allow them to afford to build. Why should the general public subsidize a property owners private investment? This effort and proposal has not been addressed in the DEIS.

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Another very critical issue absent from the DEIS is the recognition that over 50% of these ADU's and DADU's are occupied not by Seattle renters, but by short term tourist and visitor stays through Airbnb, VRBO and others. The city's own survey and witnesses testified that ADU's and DADU's provided rental housing, and housing choices for family members as well. But they also admitted that 50% were being used as portfolio investments as short-term nightly rentals. If properly studied, the DEIS would find that the City's forecasted increased housing choices in Alternatives 2 and 3 would be actually 50% of what they present. This contradicts support for Alternates 2 and 3 in that while adding meagerly to the rental housing stock with neighborhood options, 50% are built for investments and do not increase rental opportunities for Seattleites or those moving here. There were no studies in the DEIS that addressed the actual numbers associated with developing these properties to their highest and best use not as rentals for Seattleites but for Airbnb, VRBO and other short-term rental websites.

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There is no comprehensive analysis if any of the alternatives that would likely increase or decrease the supply of affordable housing. The DEIS should quantify and define the causes for “upward pressure,” “marginally more tear-downs” and “displacement pressure” under each alternative.

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- B. The issues of displacement are not comprehensively studied within the DEIS. As noted above within the Hearing Examiners Decision, the opportunities for displacement are broad and include many unintended consequences proposed in Alternatives 2 and 3. For instance, the City's own expert witness Sam Lai testified that by removing the owner occupancy requirement from the code, there

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would most likely be a significant increase in destruction of affordable housing and displacement of communities that rely on those affordable homes, cultural displacement from neighborhoods that have enjoyed security for generations, and gentrification of vulnerable neighborhoods due to anticipated rampant speculation.

The ownership issue was completely overlooked and ignored as a potential environmental impact. The greatest concern among all citizens who provided commentary, testimony, and evidence in the last few years has been the elimination of the owner occupancy requirement – again rendering this DEIS inadequate.

Under Alternative 2 and 3, the anticipated increase in development opportunity will increase valuations throughout the city and each single-family property can be developed to a much higher use. The DEIS fails to address this significant impact to every property owner and renter as taxes increase and for many become impossible to afford. This serious consequence will force many from their homes as this new 'wealth creation' will benefit those with wealth and raise the bar even further for new buyers creating involuntary displacement. How can the DEIS fail to recognize and identify even one environmental impact associated with increased value and resultant significant impacts?

In addition, displacement pressures created by converting existing affordable homes was not adequately addressed. The DEIS suggests that *"the proposed Land Use Code changes would have marginal benefits on housing affordability and would not increase displacement impacts."* However, during months of expert testimony by Bill Reid, Sue Souvanny, and city experts Sam Lai and Matt Hutchins claimed otherwise. While the DEIS is graphically replete with charts and language, it fails to prove their statement above as it fails to consider even one impact from Alternatives 2 and 3, not one!

- C. With respect to ADU production, the city's own projections within this DEIS offer considerable reason to take issue. The contention by City Hall, and suggested within this DEIS, is that in order to increase the production of ADU's, then regulations must be relaxed. Please be reminded that the current code was developed and supported by City Hall after an exhaustive study of country-wide ADU/DADU programs, their results and outcomes, and put into the code in 2010 city-wide after a 4-year trial period. At our appeal hearing, the City reported that just less than 300 DADU's were constructed from 2010 thru 2015 (6 years) or an average of 50 per year. They note that now the number is 600 or double the number in the last two years or an average of 150 per year.

As we proved during our appeal hearing, the barriers to increasing production of ADU's and DADU's were primarily focused around costs of construction, and the extra burden of an increased debt service, mortgage, taxes, maintenance and market rents that may not cover the costs. They are expensive to build and rent. The fact that production has increased three-fold in the last several years proves that production is not limited by regulation, only by costs. The regulations in place that this proposal seeks to overturn are directly focused upon the very environmental impacts that the SPC and planners addressed successfully in 2010. Therefore, the DEIS discussion regarding ADU production and limitation due to regulations that need overturning are both inadequate and void of a comprehensive review.

- D. Finally, the DEIS models highest and best use. However, the DEIS ignores the significant impacts associated with eliminating regulations like owner occupancy, reduced lot size allowances, eliminating on-site parking, and other code changes that encourage speculation. As noted above, the Hearing Examiner's Decision is clear, and as was the testimony from the city's experts, that elimination and relaxation of regulations would carry a host of unintended consequences and potentially significant impacts – many of which have been ignored in this DEIS. As the DEIS focuses us upon pages and charts evaluating home ownership and pressures to convert properties to their 'highest and best use,' it completely ignores the very real impacts that are created by proposed changes they do not include or consider.

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The discussion concerning identifying which properties would be vulnerable to development, which would accommodate a triplex or other model, and who would convert their property presuppose that these decisions would be made by traditional property owners, instead of developers, speculators, and others who see the opportunities to convert single-family neighborhoods into multi-family – as did the City's own witnesses during the appeal hearing. Therefore, as stated before, the lack of a comprehensive and committed neighborhood study renders this DEIS inadequate.

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## 5. Land Use and Aesthetics

The DEIS in Land Use 4.2.3 Mitigation Measures, Page 4-57 notes:

**Intro 4.2 Land Use:** *This land use analysis reviews potential impacts on land use patterns and development in Seattle's single-family residential zones.*

**4.2.3 Mitigation Measures** *"No significant adverse impacts are anticipated to land use; therefore, no mitigation measures are proposed."*

**4.2.4 Significant Unavoidable Adverse Impacts** *"Under all three alternatives, Seattle would continue to experience population growth that would increase housing development in neighborhoods throughout the city. Single-family zones would continue to see some existing structures renovated, enlarged, and demolished as new construction occurred to accommodate new households and respond to changing economic conditions. This is an outcome we expect in a dynamic, growing city. Some localized land use conflicts and compatibility issues in single-family zones could arise under any alternative as growth occurs. However, no significant unavoidable adverse impacts on land use are anticipated as a result of the proposed Land Use Code changes."*

The DEIS in Land Use 4.3.3 Mitigation Measures, Page 4-120 notes:

**Intro 4.3 Aesthetics:** *This section analyzes the scale and form of existing development in single-family zones in Seattle. We identify the potential aesthetic impacts to height, bulk, and scale that could occur under each alternative for the proposed action*

**4.3.3 Mitigation Measures** *No significant adverse impacts on land use are anticipated; therefore, no mitigation measures are proposed.*

**4.3.4 Significant Unavoidable Adverse Impacts** *Under all alternatives, increased development on lots in single-family zones would occur in the study area, leading to a general increase in building heights and development intensity over time. This transition is an unavoidable and expected characteristic of urban populations and employment growth. Alternatives 2 and 3 would further this trend by creating additional development capacity and incentives that could accelerate the development of taller, more intense ADUs in the study area.*

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The City has supported the existing code since 2010 that was developed after significant study country-wide of potential environment impacts that could affect individual properties and neighborhoods throughout the city. Many of the existing regulations have been in place as a reliable barrier to diminishing one's expectations and enjoyment of livability, property values, and neighborhood character and to date 600 DADU's and thousands of ADU's have been built under current codes and responsible protections. The position that eliminating these protections and opening up every neighborhood to multi-family speculation would have no impact is absurd and lacks adequate professional study, any documented unbiased proof and a responsible and comprehensive study within the DEIS.

There has been no analysis of the impacts of "scattershot" population density increases under ADU development, versus strategic development in urban centers and villages which focus development proximate to alternative transportation and social services investments.

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Under full build-out, there is no analysis of public safety and security and social equity issues of population densities oriented to alleys and backyards, rather than to street sidewalks ("eyes on the street" security issues and social integration and community cohesion). There has been no analysis of

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fire and life safety issues with regard to fire protection from alleys, which currently the Seattle Fire Department prohibits.

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And what are the shade and shadow impacts under full build-out for each alternative?

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It is inconceivable to us that the DEIS cannot identify even one adverse impact. Just compare the City's exhibits of existing conditions vs potential future outcomes. The obvious differences in the first and last rendering can be defined as "adverse impacts." The fact that this DEIS does not recognize the differences and address potential strategies for mitigation render this DEIS both inadequate and transparently absent of any objectivity.

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**Exhibit 4.3-4** Visual Representation of Existing Conditions in a Single-Family Zone



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**Exhibit 4.3-9** Visual Representation of Development Outcomes in Alternative 1 (No Action) in the 10-Year Scenario



**Exhibit 4.3-19** Visual Representation of Development Outcomes in Alternative 2 in the Full Build-Out Scenario\*



Among the many differences that are obvious and avoided in the discussion of impacts within this section are the significantly low number of cars parked, the height, scale and bulk of the buildings, the lack of backyards and privacy, and elimination of most of the tree canopy, and of course the 'heat island effect' which contributes to the increase in ambient temperature of the environment.

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Additionally, the DEIS suggests that there will be no adverse impacts because maximum lot coverage calculations will not change and therefore no additional building area can occur. This is false on several levels:

- A. The proposal calls for the reduction in allowable lot size from 4,000 sq ft down to 3,200 sq ft. The current code calls for a maximum lot coverage to be no greater than 35% on any lot above 5,000 sq ft. However, a 3,200 sq ft lot enjoys an exception and allows a lot coverage of 46.25% or 11.25% greater lot coverage than a typical single-family lot.
- B. The proposal also changes a current regulation in place to preserve back yards, trees, open space and privacy. The current code limits lot coverage in rear yards to 40%. The proposal changes that to 60% which equates to a significant increase in building opportunities and diminishment of the rights of neighbors protected in the current code.

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The DEIS is silent as to how these changes in lot coverage, among many other issues, have absolutely *"No significant adverse impacts are anticipated to land use; therefore, no mitigation measures are proposed."* (The DEIS in 4.3.3 Mitigation Measures, Page 4-120 notes)

## 6. Public Services and Utilities

The DEIS in 4.5.3 Mitigation Measures, Page 4-159 notes

*Intro: "This section analyzes the potential impacts to public services and utilities from the Land Use Code changes under each alternative of the proposed action"*

**4.5.3 Mitigation Measures** *"No significant adverse impacts are anticipated to public services and utilities; therefore, no mitigation measures are proposed."*

**4.5.4 Significant Unavoidable Adverse Impacts** *"No significant unavoidable adverse impacts are anticipated to public services and utilities from any of the alternatives considered in this EIS."*

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During our appeal hearing, the City admitted that they had not even called Seattle Public Utilities to confirm that single-family neighborhoods could accommodate a doubling or tripling of households. While this was shocking then, this section of the DEIS basically appears to defend that decision by holding that any impacts upon utilities, schools, and other infrastructure has already been considered within the Comprehensive Plan, and therefore no further or much deeper study is necessary.

As kids are being schooled in portables, some water service piping in older neighborhoods remain in wood piping, and many other infrastructure components remain unattended, it remains worrisome that this DEIS fails to address even one issue of potential impact. This section reasons that it will be easy to accommodate an additional 350 households per year as they will be evenly spread out throughout the city. However, the DEIS provides no basis for that assumption. As has been questioned above, and comes up in the DEIS as well, there may be a considerable focus first upon specific neighborhoods to increased density because of multiple reasons. Why not identify impacts and focus an increase in services and utilities there? Why not study each neighborhood and determine the specific opportunities, issues, limitations and other conditions that would inform a complete and adequate comprehensive and transparent environmental impact study?

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Again, as noted throughout this DEIS, and the foundation by which we challenge its adequacy, the City has failed to consider that Seattle is a collection of neighborhoods, each with their particular character, infrastructure challenges, and therefore should not be considered just one part of some homogeneous barren landscape reviewed from 10,000' feet up!

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## 7. In Summary

While the Queen Anne Community Council very much appreciates the City's commitment to follow the Hearing Examiner's Decision and complete comprehensive DEIS on the proposals to remove barriers to building ADU's and DADU's, we regrettably find the DEIS woefully shy of adequately studying and identifying the true and transparent environmental impacts of the proposed Alternatives and code changes. We respectfully advance our opinion, and that of thousands of others, that such a comprehensive land use change, especially within such a dynamic and diverse city such as ours, deserves a thorough and accountable environmental impact study that recognizes the unique character, limits, issues and opportunities on an individual basis rather than one-size-fits-all view from 10,000'.

For instance, please consider how different this DEIS would look to Seattleites if there was a conclusion that due to predominantly small lot sizes, narrow streets and existing very high density, Capitol Hill or Queen Anne were reviewed through a different lens than the large lots, wide streets, and relatively much lower density in View Ridge, Blue Ridge, Morgan Junction, or Othello; upon which this DEIS selectively only focused the study of transportation and parking. This is a missed opportunity and not doing so renders this DEIS inadequate, questions its authenticity, and casts unfortunate mistrust.

For the City to conclude that within the scores of changes and proven consequences considered as potential impacts in up-zoning every single-family neighborhood - that **not even one potential impact could be identified** - reveals that City Hall has taken a blind eye towards the lawful execution of responsibly and adequately studying all the impacts, unintended and intended consequences, and identifying even one potential necessary mitigation among over 30 neighborhoods impacting over 300,000 Seattleites.

Moving forward, we hope that you take the time to consider the flawed methodology contained within the DEIS as you mistakenly consider our great city as one homogeneous barren landscape instead of the real collection of unique and special neighborhoods that compose an interwoven tapestry of diverse interests, issues, and opportunities all deserving distinct and critical analysis, consultation and respect.

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Revisiting an earlier quote,

for the decisionmaker to "consider fully the environmental factors involved and to make a reasoned decision after balancing the risks of harm to the environment against the benefits to be derived from the proposed action." *County of Suffolk v. Secretary of Interior*,

In order to respect the definition of an adequate DEIS, especially concerning re-zoning one-half the land area of Seattle and including over 30 very distinct neighborhoods, the study must consider the requirement to complete a comprehensive review of every Seattle single-family neighborhood and identify the unique character, limiting issues and new opportunities within each that will inform the degree to which increased density through ADU development can and should occur.

Queen Anne, along with most of our other neighborhoods throughout the city, is not against increased density, and our growing population. In fact, we have consistently invited and accepted much more growth than has been assigned to us over three decades from PSRC and our Comprehensive Plan. However, we feel that such change should only accompany serious and accountable strategic planning, and a complete and comprehensive analysis of every neighborhood in our city as distinct opportunities together with distinct limitations. This DEIS fails to acknowledge even one difference between neighborhoods and therefore fails to represent a fair, unbiased, and professional study of environmental impacts.

Together with our city-wide neighbors, we can see opportunities to improve the current code, perhaps change some regulations, and encourage more density in many of our single-family neighborhoods. But doing so requires a nuanced, complete, and truthful study and comparison of each neighborhood in order to clearly understand and define specific and unique opportunities. For instance, at a minimum,

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we strongly suggest that you consider, among many others, the following and differentiate each between neighborhoods:

- A. Consider the age of the infrastructure, utilities, and the actual capacities necessary for increased densities.
- B. Consider the existing open space, tree canopy, available parks, and likelihood of diminished livability.
- C. Consider the average lot size, age of the plat, and the ability for the neighborhood to absorb greater lot coverage and associated parking and circulation impacts of each alternative.
- D. Consider the lot size and location in determining the impacts associated with allowing 12 unrelated people to reside on one property. Prove that there are no differential impacts between doing so on a 10,000 sq ft lot vs. a 3,200 sq ft lot.
- E. Consider the significant impacts from rising property values as properties get up-zoned and create a climate of displacement.
- F. Consider the socioeconomic differences between neighborhoods and identify those most vulnerable to conversion, speculation, gentrification and displacement.
- G. Consider the differentiation in topography and infrastructure investment and analyze the specific issues surrounding each.
- H. Consider the challenges throughout the city to provide reliable transit service everywhere and identify the inequity of opportunity and existing infrastructure between neighborhoods.

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**One size does not fit all!**

Thanks for your immediate attention,  
Respectfully submitted:

**Queen Anne Community Council, Land Use Review Committee**  
Martin Henry Kaplan, AIA, Chair

**Queen Anne Community Council**  
Ellen Monrad, Chair

**From:** [WILLIAM L. REICHERT](#)  
**To:** [ADUEIS; Durkan, Jenny; Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Bagshaw, Sally; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jesseca; Sparrman, Goran](#)  
**Subject:** ADU DEIS  
**Date:** Monday, June 25, 2018 4:17:50 PM  
**Attachments:** [ADU-DEIS - Queen Anne Comment Letter \(003\).pdf](#)

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Dear City of Seattle Elected Officials, Directors, and Staff,

As Seattle tax payers and voters for many, many decades, we endorse the comments of the Queen Anne Community Council regarding ADU DEIS. We are also deeply concerned about the retention of trees; their value is paramount and way more important than a developer's quick buck.

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Stop the decline of our beloved City NOW ! ! !

Sincerely,

William L. Reichert  
Geness S. Reichert

**From:** [Heather Pierce](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments on Draft EIS from RHAWA  
**Date:** Wednesday, June 06, 2018 4:15:45 PM  
**Attachments:** [image005.png](#)  
[RHAWA supports ADU Draft EIS Comments.docx](#)

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Re: ADU/DADU Draft EIS Comments

Dear Seattle City Councilmembers and Central Staff,

The Rental Housing Association of Washington (RHAWA) represents more than 5,300 small, independent landlords. Our mission is to provide our membership with the tools and knowledge necessary to operate safe, affordable housing.

I'm writing you today regarding the Accessory Dwelling Unit EIS proposed alternatives and to support Alternative 2.

Our region desperately needs practical solutions to the staggering shortage of housing units. As the State's largest city, Seattle can be a leader on how to address this problem. Expanding opportunities for ADU/DADU construction should be a part of the solution, and RHAWA strongly supports Alternative 2 as the best way to move forward on this issue.

Two noteworthy elements of Alternative 2 which we strongly support are a waiving of the owner-occupancy requirement, and for reducing the minimum lot size to 3,200 square feet.

Expanding ADU/DADU opportunities supports two critical goals for the city:

1. Increased housing supply, particularly in the more affordable market range.
2. Create more opportunities for homeowners and home buyers, particularly vulnerable populations on fixed incomes, to offset rising property taxes and utility costs by creating an additional income stream.

Additional to the policy being considered, we would also suggest consideration of additional changes which can expedite ADU/DADU construction and

- Convert 'Single Family' to 'Residential' zoning classification. Our existing 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning. Reclassifying the zone removes a mental roadblock about what residential areas service: people.
- Waive building permit fees for 5 years for AADUs and DADUs. The City of Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's ADU production.
- Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF.
- Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within 'Single Family' zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. All 'Single Family' zoned properties should have the same flexibility under code.
- Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be

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desirable.

- Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.

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Thank you for your consideration.

Sincerely,



Heather Pierce,  
RHAWA Deputy Director of Government Affairs

**Heather Pierce** | Deputy Director of Government Affairs  
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*This email contains general information and is not intended to apply to any specific situation. If you need legal advice or have questions about the application of the law in a particular matter, you should consult a lawyer.*

**From:** [Mary Ritzman](#)  
**To:** [ADUEIS](#)  
**Subject:** Support for Queen Anne CC letter of comment  
**Date:** Sunday, June 24, 2018 8:27:03 PM

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Consider this email my strong support of the Queen Anne Community Council 'Letter of Comment Regarding ADU DEIS (issued May 10, 2018) to Ali Pennucci and Ketil Freeman, Mayor Durkan, CM O'Brien, Nick Welch, et al'

Do not ignor the voice of many who find the DEIS shy of adequately studying the true impacts of the proposed Alternatives and code changes. The DEIS is inadequate and the fact that not even one potential impact could be identified reveals that the City is not listening and has no interest in the voice of the people of this city.

I suggest that you consider all of the comments made by the Queen Anne Community Council Land Use Review Committee .. one size does not fit all in our great City.

M. Ritzman  
Seattle Resident since 1978

1

**From:** [Helen Roll](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU EIS Public Comment  
**Date:** Monday, June 25, 2018 10:14:36 AM

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Hello!

I am writing today to express my enthusiastic support for the potential change to our current policies regarding ADUs. I have read the Draft EIS, and remain encouraged and excited to see this project move forward.

We desperately need more affordable housing in this city, and ADUs represent an opportunity to add density throughout the area. As a homeowner in the Georgetown neighborhood, I'm excited to explore adding an ADU to my property should the regulations change, and looking forward to being a part of the solution to one of Seattle's most critical social justice issues.

1

I want to see displacement reduced, more options for lower income homeowners and rentals, and greater diversity in our neighborhoods. I believe that the city can and should actively and aggressively encourage ADU and DADU development.

I also have noted that the city is exploring a race and social justice analysis of the eventual legislation. I want to express my support for any and all options that provide financing and resources to lower-income homeowners, and create programs that restrict the rent or use of the new ADUs to keep them as affordable housing units, and NOT as new short-term rentals. I particularly like the idea of connecting homeowners to nonprofit financing for new ADU projects. I encourage the city to create as many strategies as possible to support low-income homeowners and renters and homeowners and renters of color.

2

Here's a summary of other features of the EIS that are important to me:

- No parking requirement! The goal of the legislation is to house people, not vehicles, and requiring parking reduces the options for ADU and DADU development.
- Allow as many units as possible without triggering a new EIS.
- Remove the owner occupancy requirement. Circumstances change, and we should give folks as much flexibility as possible.
- Incentivize affordable rentals by eliminating development charges when owners commit to holding them as rentals affordable to people making under 60% AMI for 15 years. We need affordable housing, NOW.
- Incentivize Green Building Standards
- Incentivize long term rentals. We need housing, not Air BnBs.
- Streamline permitting.
- No MHA Fees for new ADUs. We want to see costs lowered, and the development of ADUs incentivized.
- Choose the minimum square footage for lots that can support ADUs and DADUs. As a homeowner, I'm just a few square feet short of the current regulation. But I know I have more than enough space, and even smaller lots can support affordable housing units.

3

I am thrilled that the city council will finally have the opportunity to move forward with this essential legislation. It is only one part of a solution to our affordable housing crisis, but it has the potential to be a powerful part of the solution. I encourage the city council to seek the highest impact

**Accessory Dwelling Units**

Final EIS  
October 2018

legislation they are able to in the scope of the current EIS.

Respectfully Submitted,  
Helen Roll  
Georgetown Homeowner  
6436 Flora Ave S  
Seattle WA 98108  
(908) 303-6892  
[helenroll96@gmail.com](mailto:helenroll96@gmail.com)

**From:** [Chuck Ross](#)  
**To:** [ADUEIS](#)  
**Subject:** Draft ADU Environmental Impact Statement Comment  
**Date:** Saturday, June 09, 2018 4:08:03 PM

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Per the City of Seattle, 72% of Seattle's tree canopy is in residential areas:

**2016 Canopy Cover Study**

*The City of Seattle's most recent canopy cover study, using data from 2016, found that 28% of Seattle is covered with trees. The study also found that:*

- *The majority of our urban trees are found in two locations: residential areas (representing 67% of the land with 72% of Seattle's tree canopy), and in the right-of-way which is interspersed throughout the city (representing 27% of the land and 22% of the canopy).*

Increasing density throughout all areas of the city will have an adverse effect on vegetation and tree canopy. The effect of density on tree canopy is currently visible by observing the contrast between the Wallingford neighborhood and the University District when viewed from north Capital Hill or looking north from the I-5 Ship Canal Bridge. One can clearly see the difference between the lush green habitat provided by the trees west of I-5 in Wallingford and the stark lack of vegetation in the denser University District area to the east. Any proposed changes in city zoning should prevent the continued degradation of the environment by maintaining diverse neighborhoods that provide adequate tree canopy critical to its citizens and other living things.

Sufficient ADU /DADU construction will be provided under the current existing regulations as the city matures and grows. Please maintain the current ADU/DADU regulations to preserve Seattle's tree canopy and vegetation. Accordingly, do not eliminate the current home-owner occupancy requirement, and maintain the current lot size minimum and parking requirements.

Chuck Ross

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2

**From:** [Suzanne Rowen](#)  
**To:** [ADUEIS](#)  
**Cc:** [Suzanne Rowen](#)  
**Subject:** Single Family ReZone EIS comments  
**Date:** Saturday, June 09, 2018 10:51:47 PM

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To whom it may concern:

I am vehemently opposed to the contemplated single family rezone proposal that endorses that every single-family zoned neighborhood in Seattle is allowed as many as 12 unrelated people to live in two or three housing units on every lot now zoned for single family use.

The draft proposal is grossly inadequate as it doesn't even take into account the impact on people who already live in single family neighborhoods. Absentee landlords permitted in Option 2 will result in destroying the nature of neighborhoods from family owned to investor owned, with negative consequences for care and upkeep. Moreover, allowing DADUs on lots of less than 4000 square feet will eliminate open space and sight lines exactly where they are needed most.

I urge you to reject this ill-conceived proposal and consider a new proposal that takes into account the distinct nature of individual neighborhoods and customizes rezoning solutions accordingly.

Thank you,  
Suzanne Rowen

**Suzanne Rowen**  
206.290.8972  
[suzanne@rowenandco.com](mailto:suzanne@rowenandco.com)

1

**From:** [Alison Roxby](#)  
**To:** [ADUEIS](#); [Bagshaw, Sally](#); [Johnson, Rob](#); [O'Brien, Mike](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#)  
**Cc:** [Bleck, Alberta](#); [McLean, Alyson](#); [Chu, Brian](#); [Strauss, Daniel](#); [Durkan, Jenny](#)  
**Subject:** ADU DEIS public comments  
**Date:** Friday, June 22, 2018 1:52:04 PM  
**Importance:** High

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Dear Ms. Pennucci and the members of the Seattle City Council,

I, Alison Roxby of 4335 2nd Ave NW (Seattle District 6), support the June 2018 recommendations by the Queen Anne Community Council requesting that a complete and adequate Environmental Impact Study Housing (EIS) be conducted, contrary to what is currently published in the proposed Accessory Dwelling Unit (ADU) Draft EIS. ADUs are known to include backyard cottages (or detached accessory dwelling units (DADUs)), and rental apartments within or attached to the primary dwelling, known as attached accessory dwelling units (AADUs).

We find there exists an inadequate assessment across all Chapters including Socioeconomic, Land Use, Aesthetics, Parking and Transportation and Public Services and Utilities.

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In addition, do please include within the Final Study the Alternative supported by the Magnolia Community Council Land Use Committee that was signed by 87 Seattle Residents and submitted to the City with the Scope EIS and the May 31, 2018 public comment meeting.

2

I'd like to remark also that I read the Seattle Times daily and am fairly up to date on many issues, but have not seen the opportunity for public comment on this EIS advertised anywhere. I think this is a substandard attempt at citizen engagement. We are the ones who will have no place to park and have our neighborhood trees cut down and our schools even more overcrowded than they are, or, in the alternate scenario, we are the ones who will see our neighborhoods turn into unlicensed and unregulated (non-union) hotel space for out of town guests (AirBnB). Given the impacts of this policy, I would expect a more sincere attempt at citizen engagement.

3

Sincerely

Alison Roxby

4335 2<sup>nd</sup> Ave NW

Seattle WA 98107

206-696-2921

**From:** [Brian Rulifson](mailto:brgovmail@rulifson.com) on behalf of [brgovmail@rulifson.com](mailto:brgovmail@rulifson.com)  
**To:** [ADUEIS](#); [Bagshaw, Sally](#); [Johnson, Rob](#); [O'Brien, Mike](#); [Mosqueda, Teresa](#); [Gonzalez, Lorena](#)  
**Cc:** [Bleck, Alberta](#); [McLean, Alyson](#); [Chu, Brian](#); [Strauss, Daniel](#)  
**Subject:** ADU EIS: Inadequate  
**Date:** Monday, June 25, 2018 3:55:08 PM

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Dear Ms. Pennucci and the members of the Seattle City Council,

My name is Brian Rulifson and I live at 4335 2nd Ave NW (Seattle District 6).

I support the June 2018 recommendations by the Queen Anne Community Council requesting that a complete and adequate Environmental Impact Study Housing (EIS) be conducted, contrary to what is currently published in the proposed Accessory Dwelling Unit (ADU) Draft EIS.

I also find there exists an inadequate assessment across all Chapters including Socioeconomic, Land Use, Aesthetics, Parking and Transportation and Public Services and Utilities. Some of your assessments are laughably incomplete, others are intentionally gamed to extract a tiny sample which is not representative of the population.

Lastly, Your assessment of Seattle Public schools ability to absorb the 5760 residents is not supported by data, it is supported by an baseless assertion that "we do not anticipate." This is an inadequate assessment of the impacts, not based on supplied data nor information supplied from SPS.

You have wasted the public money on consultants, city staff time, and on the alternatives those persons could have worked on these past many months.

This EIS should be rejected as inadequate.

Sincerely,

Brian Rulifson

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2

**From:** [Elaine](#)  
**To:** [ADUEIS; Durkan, Jenny; Herbold, Lisa; Sawant, Kshama; O'Brien, Mike; Harrell, Bruce; Johnson, Rob; Gonzalez, Lorena; Bagshaw, Sally; Juarez, Debora; Welch, Nicolas; Mosqueda, Teresa; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jesseca; Sparrman, Goran](#)  
**Cc:** [Kaplan, Martin](#)  
**Subject:** Support for Queen Anne Community Council Letter Regarding ADU-EIS  
**Date:** Thursday, June 21, 2018 2:39:27 PM

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I urge your careful review and consideration of the Queen Anne Community Council's Letter regarding the inadequacy of the ADU-EIS. I fully support all of their concerns.

**One size does not fit all!**

My husband and I have owned a home on Queen Anne Hill since 1978. The many owner-occupied single family homes of our neighborhood support true community and a quality of life for families that has made Seattle the highly livable city that attracted the tech industry and other businesses. Do not destroy the very essence of success!

We are not opposed to growth. We are strongly opposed to Mike O'Brien's view of how growth should occur in our neighborhood! The Queen Anne Community Council is an articulate voice for our concerns. Please consider their Letter carefully.

We are appalled at the huge escalation in housing prices on Queen Anne, and the huge increase in our property taxes. We are appalled by the loss of diversity in our neighborhood since only the rich can afford million dollar bungalows! We are appalled by the loss of parking in front of our homes as new buildings go up without adequate parking for their tenants and their cars clog our streets.

We are appalled at the underlying assumption of the City Council's HALA Plan: that the long-time residents of this wonderful city should leave or be squeezed out or be taxed out of their homes by the new residents working in South Lake Union who want our homes and condos and apartments. We will resist and we will persist!

Sincerely,

Elaine Scherba  
509 Crockett Street  
Seattle 98109

1

**From:** [Stephen Scherba, Jr.](#)  
**To:** [ADUEIS](#); [Durkan, Jenny](#); [Herbold, Lisa](#); [Sawant, Kshama](#); [O'Brien, Mike](#); [Harrell, Bruce](#); [Johnson, Rob](#); [Gonzalez, Lorena](#); [Bagshaw, Sally](#); [Juarez, Debora](#); [Welch, Nicolas](#); [Mosqueda, Teresa](#); [Pennucci, Aly](#); [Freeman, Ketil](#); [Wentlandt, Geoffrey](#); [Torgelson, Nathan](#); [Mantilla, Andres](#); [Brand, Jesseca](#); [Sparman, Goran](#); [Kaplan, Martin](#)  
**Subject:** Support for Queen Anne Community Council Letter Regarding ADU-EIS  
**Date:** Thursday, June 21, 2018 8:39:55 PM

---

I urge your careful review and consideration of the Queen Anne Community Council's Letter regarding the inadequacy of the ADU-EIS. I fully support all of their concerns.

**One size does not fit all!**

Once again, you are trying to sneak this through on the voters. Looks like some members of the Seattle City Cabal need to be refining their resumes in preparation for new jobs come election time.

Warmest personal regards,

Steve

--

Stephen Scherba, Jr., President  
Northwest Financial Advisory Services, Inc.  
509 Crockett Street  
Seattle, WA 98109  
206-949-0064  
"Senior financial management experience  
specializing in business planning and analysis"

1

**From:** [ssch@seanet.com](mailto:ssch@seanet.com)  
**To:** [ADUEIS](#)  
**Subject:** EIS and ADUs comment  
**Date:** Sunday, June 24, 2018 11:31:58 PM  
**Attachments:** [DRAFT EIS AND ADUS](#)

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Please see attached comment plus ADU reg preference checklist.

Thank you,

S. Schneider

**From:** [Sylvia and Jerry Stewart](#)  
**To:** [ADUEIS; Durkan, Jenny](#)  
**Subject:** Accessory Dwelling Unit proposal for Seattle  
**Date:** Friday, May 11, 2018 10:23:33 AM

---

Dear Seattle City Council and Mayor Durkan,  
Please approve only Alternative 1 – No action – for Mike O’Briens Accessory Dwelling Unit Proposal.

Please do not allow all Single Family Properties over 3200 square feet to be essentially converted to Triplex Zoning as outlined in Mike O’Briens Accessory Dwelling Unit Proposal. My problem with this proposal is it essentially removes all Single Family Zoning and replaces it with Multi-Family Zoning across all of Seattle.

This would increase land tax value for all properties in Seattle, substantially increasing the tax burden on Single Family Homeowners!! We are already paying substantially higher taxes and utility rates than just last year to cover increases in infrastructure required due to all the building going on here. Our taxes pay for all infrastructure improvements while developers benefit from the improvements gifted to them by Property Owners!

And this proposal is a nefarious way to trick Seattle residents who already came out strongly against one proposal from Mayor Murray – which would have removed Single Family Zoning entirely from all Seattle Neighborhoods.

This proposal must not pass.

We are already considering a huge upzone in all neighborhoods of Seattle with the HALA proposal. And many of our neighborhoods have already undergone a huge building boom. Plus we have passed an increased Housing Levy for the homeless and have the highest homeless funding in the nation and are considering a new tax to fund more services and housing for Homeless.

This Accessory Dwelling Unit proposal should be shelved. We should not be making all these huge changes at once. Seattle needs some Single Family Areas – they have made our City a desirable place for families and children – a livable place and walkable place.

Do not make any Changes to the zoning requirements for Accessory Dwelling Units. And please change the ADU names back to what they were and call Backyard Cottages, Backyard Cottages.

Thank you.  
Sincerely,  
Sylvia Schweinberger  
Citizen and Homeowner

1

**From:** [Pennucci, Aly](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: Seattle Planning Commission comment letter on ADU DEIS  
**Date:** Wednesday, June 20, 2018 2:51:51 PM  
**Attachments:** [Final SPC ADU DEIS Letter.pdf](#)  
[image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Aly Pennucci  
Phone: (206) 684-8148

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**From:** Murdock, Vanessa  
**Sent:** Wednesday, June 20, 2018 12:11 PM  
**To:** Pennucci, Aly <Aly.Pennucci@seattle.gov>  
**Cc:** Moseley, David <David.Moseley@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Johnson, Rob <Rob.Johnson@seattle.gov>; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; Harrell, Bruce <Bruce.Harrell@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Mosqueda, Teresa <Teresa.Mosqueda@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Assefa, Samuel <Samuel.Assefa@seattle.gov>; Welch, Nicolas <Nicolas.Welch@seattle.gov>  
**Subject:** Seattle Planning Commission comment letter on ADU DEIS



June 20, 2018

Ms. Aly Pennucci  
Seattle City Council Central Staff  
*via E-mail*

Dear Ms. Pennucci:

1

The Planning Commission appreciates the opportunity to provide our comments on the Accessory Dwelling Units (ADU) Draft Environmental Impact Statement (DEIS). ADUs support many of the housing goals and policies in the City's Comprehensive Plan. We have been consistent supporters of ADUs as a means to increase housing supply while providing a mix of housing that is accessible to a variety of household types. The Planning Commission strongly supports proposals that would incentivize production of ADUs as we continue our work to provide greater diversity and supply of housing options in neighborhoods currently zoned Single-family throughout the city. This includes changing regulations in the Land Use Code to remove barriers to the permitting and construction of ADUs in Single-family zones.

In March 2016, we submitted a preliminary comment letter to Councilmembers Rob Johnson and Mike O'Brien with our guidance and recommendations to encourage increased production of ADUs. In October 2017, we submitted a scoping comment letter with our input on issues to be studied in the EIS. With the recent publication of the DEIS, we commend the analysis of the three alternatives and appreciate the responsiveness to our suggestions, especially in the Land Use, Housing & Socioeconomics, and Transportation chapters.

The purpose of this letter is to identify components of the alternatives studied in the DEIS that the Planning Commission recommends be included with the preferred alternative. We would like to reiterate our recommendations to modify the Land Use Code and add flexibility to development standards to encourage increased production of ADUs. These recommendations are:

2

- **Modify the Code to allow more than one ADU per lot.** Current City code states that a lot with or proposed for a single-family house may have only one accessory unit. Regulatory changes studied under Alternatives 2 and 3 would modify the Land Use Code to allow more than one ADU, either both an attached ADU (AADU) and a detached ADU (DADU) or two AADUs, on suitable lots with a single-family home as the primary unit. The Planning Commission supports allowing two ADUs to maximize opportunities for housing within the allowable

Commissioners

Tim Parham, Chair  
Michael Austin, Vice-Chair  
Eileen Canola  
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David Goldberg  
Grace Kim  
Ellen Lohe  
Rick Mohler  
Marj Press  
Kelly Rider  
Julio Sanchez  
Amy Shumann  
Lauren Squires  
Jamie Stroble  
Patti Wilma

Staff

Vanessa Murdock  
*Executive Director*  
John Hoey,  
*Senior Policy Analyst*  
Robin Magonegil  
*Administrative Staff*

building envelope of a single-family lot. This change would support creation of a greater diversity and supply of housing options in Single-family zones. The Planning Commission recommends additional flexibility in the Land Use Code to allow two ADUs of any combination (an AADU and a DADU, two AADUs, or two DADUs) if all other development standards on the lot are met.

- 3

  - **Remove the requirement for off-street parking.** Current regulations require one off-street parking space for each ADU unless the lot is in an urban village. This requirement adds to the cost of and limits design flexibility for ADUs, which unduly reduces potential construction of these units. Parking also often adds impervious surfaces. We appreciate the analysis of this issue in the DEIS, especially the quantification of existing available on-street parking in single-family zones, as well as how many eligible single-family lots are within walking distance of frequent and reliable transit. As the DEIS concludes that increased ADU production would not have an adverse impact on the availability of on-street parking, the Planning Commission recommends no required off-street parking for any ADUs, regardless of whether a lot has one or two ADUs on the property.
- 4

  - **Remove the owner-occupancy requirement.** The existing regulations require homeowners with an ADU to reside in either the principal or the accessory unit for at least six months of the year. ADUs allow a broader range of low-density housing in single-family areas and provide housing choices for both homeowners and renters. The 2010 Census estimated that approximately 52% of Seattle's housing units were occupied by renters. Removing the owner-occupancy requirement, as analyzed in Alternative 2, will eliminate a barrier to ADU production while increasing the supply and variety of rental housing options in single-family areas.
- 5

  - **Reduce minimum lot size.** The current minimum lot size for an ADU is 4,000 square feet. Alternatives 2 and 3 analyzed reducing the minimum lot size to 3,200 square feet. This change alone would make more than 7,000 additional lots eligible for ADUs. In addition, smaller-sized lots tend to be located closer to the center of the city with good access to transit.
- 6

  - **Increase maximum allowable floor area and remove garages and storage areas from the floor area calculation.** Currently, the maximum allowable square footage of an AADU is 1,000 square feet, while the maximum for a DADU is 800 square feet. The maximum allowable floor area for a DADU includes garage and storage areas within the structure. The Planning Commission suggests increasing the maximum square footage of a DADU to be consistent with that allowed for an AADU and removing garages and storage units from the maximum allowable floor area. This change is studied in Alternative 2. The current requirements substantially constrain the design and limit the functionality of DADUs, especially those built above existing garages. Modifying the maximum allowable square footage for DADUs to 1,000 square feet and excluding garage and storage areas from floor area calculations for both AADUs and DADUs will allow for more two-bedroom ADUs, especially when constructed above a garage.
- 7

  - **Slightly increase height limit for DADUs on certain lots.** The current maximum height limit for a DADU depends on the width of the lot. On wider lots, a taller unit is permitted. Increasing the maximum height by 1 to 3 feet, as analyzed in Alternatives 2 and 3, would allow for additional living space, appeal to a wider range of occupants, and increase design flexibility on sloping sites.
- 8

  - **Increase the rear yard coverage limit for single story DADUs.** Under current development standards, the total footprint of all accessory structures, including DADUs, may not cover more than 40% of the rear yard. Increasing the rear yard coverage limit to 60% would allow for more single-story

DADUs that are accessible for those with mobility limitations who want to live in a reasonably sized dwelling without the challenges of stairs in a two-story structure.

- 9 • **Encourage flexibility in the allowed household size on lots with an AADU and/or DADU.** Under current regulations, no more than eight unrelated people can inhabit a principal dwelling unit and any accessory dwelling units on a lot. The Planning Commission supports allowing up to 12 unrelated people on lots with both an ADU and a DADU, as studied in Alternative 2.

In addition to our recommendations to modify the Land Use Code, the Planning Commission has comments on the following issues studied in the DEIS:

- 10 • **Do not apply MHA requirements to ADUs at this time.** Alternative 3 studied the potential application of Mandatory Housing Affordability (MHA) requirements when a property owner applies for a permit to construct a second ADU on a lot that already has one ADU. The Planning Commission is supportive of MHA to increase the amount of affordable housing citywide. However, we do not support applying MHA to the production of ADUs at this time. The additional costs to a property owner who wants to create a second ADU could be a disincentive to do so. Applying MHA requirements to ADUs could suppress production of these units and be counterproductive to the intent of the proposed legislation.
- 11 • **Apply FAR limits to development in single-family zones.** The Planning Commission supports new floor area ratio (FAR) limits to address community concerns about new large homes, preserve existing housing, and incentivize adding ADUs to both new and existing homes. There are currently no maximum FAR limits for houses in single-family zones. The maximum size for a primary house is regulated by yard requirements, height limits, and lot coverage limits. Any ADUs on these lots are subject to maximum size limits set by the Land Use Code and discussed above. Alternative 3 in the DEIS analyzed maximum FAR limits for new development in single-family zones. New houses would be subject to a FAR limit of 0.5 or 2,500 square feet, whichever is greater. Any below-grade floor area and floor area in DADUs is exempt from these FAR limits, although existing ADU size limits would still apply. Any existing development that exceeds the new FAR limits can convert existing space to an AADU and add a DADU, subject to the previously described size limits.
- 12 • **Reduce predevelopment costs to encourage ADU production, especially for lower-income homeowners.** The Planning Commission encourages exploring a wide range of process improvements that would further incentivize development of AADUs and DADUs. The costs to develop an ADU can be a significant hurdle for property owners who want to add accessory units to their lots. In addition to the actual construction costs, predevelopment costs including design, permitting, and utility charges can also act as a disincentive to production of ADUs. Alternative 2 studies the benefits of reducing predevelopment costs by ten percent. Early ideas include streamlining project review and providing pre-approved plans. To increase affordable housing options, the City of Portland recently made the decision to indefinitely suspend all ADU development charges, which add up to as much as \$15,000 per unit, if they are not used as short-term rentals. One specific fee in Seattle that is a significant burden is the sewer hookup fee for DADUs. The Planning Commission recommends working with King County to re-evaluate those fees. We also recommend providing a sliding scale for predevelopment fees if different income levels are served.

Lastly, the Planning Commission supports providing potential ADU owners with additional resources to facilitate development of AADUs and DADUs throughout Seattle. Some ideas for resources include:

13

- A step-by-step guide to the permitting process for an ADU;
- A database or clearinghouse of other ADU owners, architects, and builders;
- Additional options to reduce the financial barriers to building ADUs, including access to financing for lower-income homeowners.

Thank you for considering our comments on the ADU DEIS. If you have any questions, please do not hesitate to contact me or our Executive Director, Vanessa Murdock, at 733-9271.

Sincerely,



Tim Parham, Chair  
Seattle Planning Commission

Cc: Deputy Mayor Moseley  
Seattle City Councilmembers  
Sam Assefa, Nick Welch; Office of Planning and Community Development

**From:** [Horbelt, Cristofer](#)  
**To:** [ADUEIS](#)  
**Cc:** [Madura, Jalaine](#)  
**Subject:** RE: ADU Draft Environmental Impact Statement Now Available  
**Date:** Monday, June 25, 2018 9:42:04 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Good day – Please accept the following comments on behalf of Seattle Public Utilities Drainage and Wastewater Line of Business:

1. Increased sewer demand resulting from ADU construction will not substantially impact sewer capacity. However, there may be some specific blocks within the study area which are at, or exceeding capacity. If there were to be a large concentration of ADUs constructed in an area tributary to these problems, there would likely be a corresponding rise in sanitary sewer overflows (SSOs).
2. ADUs constructed in basements present a specific flooding concern. SPU strives to operate a gravity sewer system but there are times, usually during wet weather events, that the sewer system surcharges and conditions are present where sewage can back up into buildings unless certain precautions are undertaken. Therefore, it's recommended that when converting areas below grade to ADUs (or to any other habitable space) that they should demonstrate compliance with the requirements of Seattle Plumbing Code section 710 which requires backflow prevention on fixtures installed on a floor level that is lower (in elevation) than the next upstream manhole cover of the public sewer.

1

2

**Cristofer Horbelt** | Wastewater Policy Advisor  
Seattle Public Utilities | Drainage & Wastewater LOB  
phone. 206.233.2527 |  
email. [cristofer.horbelt@seattle.gov](mailto:cristofer.horbelt@seattle.gov)

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**From:** ADUEIS  
**Sent:** Thursday, May 10, 2018 8:30 AM  
**Subject:** ADU Draft Environmental Impact Statement Now Available

Good morning,

Thank you for your ongoing interest in policies for accessory dwelling units (ADUs)\* in Seattle. Today we announced the release and public comment period for the [ADU Draft Environmental Impact Statement \(EIS\)](#). We invite you to review and comment on this Draft EIS, which examines potential environmental impacts of proposed Land Use Code changes related to ADUs in single-family zones.

The public comment period for this Draft EIS extends through **June 25, 2018**. You can learn more about this proposal and provide feedback at [seattle.gov/council/ADU-EIS](http://seattle.gov/council/ADU-EIS). Following the Draft EIS comment period, we will prepare a Final EIS that includes responses to all substantive Draft EIS comments that address the environmental analysis. Comments on the Draft EIS stimulate discussion

about how to change or modify the proposal to further protect the environment.

**You can comment in several ways:**

- Via the [online comment form](#)
- Via e-mail to [ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov)
- In writing to: Aly Pennucci, PO Box 34025 Seattle, WA 98124-4025
- In person at the Draft EIS Hearing and Open House on **Thursday, May 31, 2018**  
Hearing location: Seattle City Hall, 600 4th Ave, Bertha Knight Landes room  
The open house will begin at 5:30 p.m. and the public hearing will begin at 6:30 p.m.

Thanks again for participating in our effort to encourage more small-scale housing options in Seattle's neighborhoods. For more information about the EIS, visit [seattle.gov/council/ADU-EIS](http://seattle.gov/council/ADU-EIS).

*\* ADUs include backyard cottages, known as detached accessory dwelling units (DADUs), and in-law apartments, known as attached accessory dwelling units (AADUs)*

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Aly Pennucci, Legislative Analyst, Council Central Staff  
Nick Welch, Senior Planner, Office of Planning and Community Development

**From:** [Pinto de Bader, Sandra](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: Urban Forestry Commission letter with comments to the ADU Draft EIS  
**Date:** Thursday, June 14, 2018 1:51:16 PM  
**Attachments:** [image001.png](#)  
[ADOPTEDADU-DEIS061318.pdf](#)

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Hello,

Please find enclosed Urban Forestry Commission comments to the ADU-DEIS.

Thanks!



**Sandra Pinto de Bader**

Urban Forestry Policy Advisor

City of Seattle, [Office of Sustainability & Environment](#)

206.684.3194 | [Sandra.Pinto\\_de\\_Bader@seattle.gov](mailto:Sandra.Pinto_de_Bader@seattle.gov)

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**From:** Pinto de Bader, Sandra  
**Sent:** Thursday, June 14, 2018 1:40 PM  
**To:** O'Brien, Mike <Mike.O'Brien@seattle.gov>  
**Cc:** Durkan, Jenny <Jenny.Durkan@seattle.gov>; Harrell, Bruce <Bruce.Harrell@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Johnson, Rob <Rob.Johnson@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Mosqueda, Teresa <Teresa.Mosqueda@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Finn Coven, Jessica <Jessica.FinnCoven@seattle.gov>; Torgelson, Nathan <Nathan.Torgelson@seattle.gov>; Assefa, Samuel <Samuel.Assefa@seattle.gov>; Caulfield, Michelle <Michelle.Caulfield@seattle.gov>; Pennucci, Aly <Aly.Pennucci@seattle.gov>; Welch, Nicolas <Nicolas.Welch@seattle.gov>; Podowski, Mike <Mike.Podowski@seattle.gov>; Glowacki, Margaret <Margaret.Glowacki@seattle.gov>; Emery, Chanda <Chanda.Emery@Seattle.gov>; Maxana, Sara <Sara.Maxana@seattle.gov>; Williams, Spencer <Spencer.Williams@seattle.gov>; Levy, Susie <Susie.Levy@seattle.gov>; Blumenthal, Aaron <Aaron.Blumenthal@seattle.gov>; Lindsay, Peter <Peter.Lindsay@seattle.gov>; McConaghy, Eric <Eric.McConaghy@seattle.gov>; Ho, Yolanda <Yolanda.Ho@Seattle.gov>; Philip, Evan <Evan.Philip@seattle.gov>; Baker, Roberta <Roberta.Baker@seattle.gov>; Driskell, David <David.Driskell@seattle.gov>; Gladstone, Judi <Judi.Gladstone@seattle.gov>; Maxie, Rodney <Rodney.Maxie@seattle.gov>; Stowers, Robert <Robert.Stowers@seattle.gov>; Vargo, Michelle <Michelle.Vargo@seattle.gov>; Bayard, David <David.Bayard@seattle.gov>; Dilley, Jana <Jana.Dilley@seattle.gov>; Jainga, Jon <Jon.Jainga@seattle.gov>; Meidav, Josh <Josh.Meidav@seattle.gov>; Morgan, Darren <Darren.Morgan@seattle.gov>; Pederson, Art <Art.Pederson@seattle.gov>; Staley, Brennon <Brennon.Staley@seattle.gov>  
**Subject:** Urban Forestry Commission letter with comments to the ADU Draft EIS

## SEATTLE URBAN FORESTRY COMMISSION

Weston Brinkley (Position #3 – University), Chair • Joanna Nelson de Flores (Position #7 – NGO), Vice-Chair  
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Megan Herzog (Position #10 – Get Engaged) • Whit Bouton (Position #11 – Environmental Justice)  
Jessica Jones (Position #12 – Public Health) • Shari Selch (Position #13 – Community/Neighborhood)

June 13, 2018.

Councilmember Mike O'Brien  
Seattle City Hall  
600 4<sup>th</sup> Avenue  
Seattle, WA 98124

RE: UFC Comments to Accessory Dwelling Units (ADU) Draft EIS

Dear Councilmember O'Brien,

The Urban Forestry Commission (UFC) commends the ADU-Draft EIS for citing the importance of tree coverage for the City of Seattle, the goals outlined in the 2013 Urban Forest Stewardship Plan and the most recently published 2016 canopy cover assessment.

The UFC appreciates the ADU-Draft EIS incorporating recommendations it made in its [November 2016 letter](#), including removing the off-street parking requirement. However, the UFC disagrees with the ADU-Draft EIS determination of no significant unavoidable adverse impacts to the tree canopy reduction for the following reasons:

1. The ADU-Draft EIS underestimated tree canopy reduction from ADU policy, and
2. Stronger mitigation measures are needed to abate the biological, visual, and health impacts that the proposed zoning changes outlined in the ADU-Draft EIS are projected to have on the urban forest and tree canopy.

As the City of Seattle drafts policy that seeks to increase urban density to accommodate more people and jobs, protecting and enhancing the City of Seattle's urban forest is more needed than ever. This is especially true in single-family neighborhoods as they account for over 63% of all tree canopy cover in Seattle (2016 LiDAR Study).

### Underestimation of tree canopy loss:

The ADU-Draft EIS determined there will be less than a 0.1% decrease in the urban forest and tree canopy in single-family residential areas for both Alternative 2 and 3 compared to the No Action Alternative. The UFC disagrees with the methodology used in the ADU-Draft EIS for calculating this assessment for the following reasons:

1. The ADU-Draft EIS underestimates the impact on canopy cover of DADU and ADU construction. The ADU-Draft EIS only assumes tree loss based on an additional 390 DADUs constructed compared to the No Action scenario in the next 10 years (39 DADU built per year for the next 10 years). The study does not take into account impacts of the increase of 1,050 ADU on canopy cover, nor does it take into account the loss of canopy cover caused by increase in off-street parking. The study should include other impacts of ADU production such as building activity staging, creation of new access, and increase in voluntary off-street parking when understanding impact on tree loss. 2
2. The ADU-Draft EIS calculates a less than 0.1% decrease in tree canopy which would result in up to a 9-acre loss in tree canopy. While a 0.1% reduction in canopy does not seem to be high, assuming a typical tree canopy has a radius of 20', a 0.1% reduction in tree canopy would mean a loss of 300-400 trees. Citing tree canopy loss based on number and quality of trees that are lost would help to better understand the actual impacts of the ADU policy. 3

**Mitigation Measures:**

The ADU-Draft EIS assumes no significant unavoidable adverse impacts to the tree canopy have been identified and lists no mitigation measures that would help to avoid and minimize tree canopy loss. The UFC feels that mitigation measures should be included and strengthened.

1. The UFC recommends that ADU-Draft EIS require ADU permits to complete an enhanced site plan when going through permit to ensure production of ADU does not result in cutting down exceptional existing trees. 4
2. As noted in the Exhibit 3-20 of the D-EIS, Vancouver B.C. ADU policy indicates that DADUs "must be located to preserve existing trees. Relaxation for location, massing, and parking standards may be allowed in order to preserve and retain significant trees." Similar mitigation measures should be considered for Seattle. 5
3. A healthy urban forest can have an outsized impact on reducing the impacts associated with increased development intensity, as trees (especially street trees) help to mitigate the visual impacts of density and create a more human-scaled environment. While the ADU-Draft EIS documents multiple negative aesthetic impacts associated with increased development intensity, the plan does not recommend any mitigation measures focused on increasing or improving the urban forest to mitigate aesthetic impacts of increased density. 6
4. The EIS Study does not take into account less stringent site plan requirements when permitting a DADU compared to constructing a new home that will negatively impact canopy cover. When applying for DADU construction, one needs to only file a basic site plan without noting existing trees instead of an enhanced site plan that is often required when constructing a new single-family home (SDCI Tip 103). The impact of less stringent permitting requirements for ADUs will make it easier for home-owners to cut down existing exceptional trees that otherwise would be flagged by the City as needing to be preserved. 7

The UFC recommends including stronger, more binding requirements to promote and improve tree coverage when ADUs are constructed. These recommendations could include but are not limited to the following:

1. Expand incentives and development standards to promote preservation of existing trees and planting of new trees on lots with ADUs. | 8
2. Update the interim tree protection ordinance to track tree loss caused by ADU production and require permits to cut down any tree more than 6" in diameter. | 9
3. Include in the D-EIS the Alternative 3 recommendation to decrease proposed FAR in single family zones which would have on tree retention. | 10

The UFC believes these mitigation measures are warranted given the number of proposed cumulative impacts to tree canopy resulting from code changes related to development currently underway.

Sincerely,



Weston Brinkley, Chair



Craig Johnson

cc: Mayor Durkan, Council President Harrell, Councilmember Bagshaw, Councilmember Gonzalez, Councilmember Herbold, Councilmember Johnson, Councilmember Juarez, Councilmember Mosqueda, Councilmember Sawant, Jessica Finn Coven, Nathan Torgelson, Samuel Assefa, Michelle Caulfield, Aly Pennucci, Nicolas Welch, Mike Podowski, Maggie Glowacki, Chanda Emery, Urban Forestry Management Team, Urban Forestry Core Team, Sara Maxana, Spencer Williams, Susie Levy, Aaron Blumenthal, Peter Lindsay, Eric McConaghy, Yolanda Ho, Evan Philip

Sandra Pinto de Bader, Urban Forestry Commission Coordinator  
City of Seattle, Office of Sustainability & Environment  
PO Box 94729 Seattle, WA 98124-4729 Tel: 206-684-3194 Fax: 206-684-3013  
[www.seattle.gov/UrbanForestryCommission](http://www.seattle.gov/UrbanForestryCommission)

**From:** [Sequeira, Debra](#)  
**To:** [ADUEIS](#)  
**Subject:** EIS  
**Date:** Monday, June 25, 2018 10:37:21 AM

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I am writing to support “No Action” or Alternative 1 on the proposed alternatives concerning the EIS draft. Alternative number 1 would at least “stop the bleeding” as to the impact on our neighborhoods. The other alternatives will guarantee that the quality of life will continue to diminish with lack of sunlight from taller and broader buildings, and added density.

There seems to be an assumption that we have unlimited natural resources and that we can keep building higher and higher to accommodate people—none of which is affordable housing. San Francisco made all of the same mistakes earlier, and we are headed for the same disaster—a city that is at maximum density, unaffordable, and depleting its natural beauty and open spaces.

Please stop the madness.

*Debra Sequeira*

1

**From:** [Sarajane Siegfriedt](#)  
**To:** [ADUEIS](#)  
**Cc:** [Gonzalez, Lorena](#); [O'Brien, Mike](#); [Durkan, Jenny](#); [Harrell, Bruce](#); [Lisa Herbold](#); [Sawant, Kshama](#); [Johnson, Rob](#); [Bagshaw, Sally](#); [deboraj5059@outlook.com](#); [Teresa Mosqueda](#)  
**Subject:** Better menu choices for ADUs  
**Date:** Monday, June 25, 2018 11:43:20 PM

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I'm writing to support the position of the Queen Anne Community Council.

I have a granny flat and have been advocating for more of them by easing regulations, especially off-street parking, that we have to ease in order to create more granny flats, in particular, and backyard cottages.

Can we agree that the goal is to promote more of this type of housing? That it's also a goal to come to the aid of low-and fixed-income homeowners, to create an income stream that will pay the rising property taxes and allow them (us) to stay in our homes and communities.?Too many seniors are being forced out of Seattle.

1

With these goals in mind, all three alternatives in the EIS are inadequate. It's hard to imagine how the City came up with the policy lists in Alternatives 2 and 3. What we need instead is some from each, a Chinese menu.

Most important, we need to retain the homeownership requirement, at least for a year, if not two years. Without this, the changes place a target on the backs of homeowners and will result in developers maximizing all the design parameters. Instead, the city should provide low-interest loans in exchange for creating an affordable unit that rents at about 80% of market. These units will remain naturally below market because a homeowner is motivated to retain a trustworthy tenant, not just to chase the last dollar in rent. In addition, the City should provide one person in the Permitting Department, who will act as a navigator, since each of us only does this once. Homeowners renting in-law apartments could provide several thousand more naturally affordable units. Without homeownership requirement, you just have a duplex at market rents.

2

Keep in mind that the production of accessory units was very similar under Alternatives 2 and 3. Aligning with the goals of providing not just density, but below-market density, and the goal of helping low- and fixed-income seniors stay in our community can both be met, but only by remembering the Chinese menu and taking some from Column 2 and some from Column 3.

3

Sarajane Siegfriedt

District 5

**From:** [Williams, Spencer](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: Sightline's comment letter on the ADU DEIS  
**Date:** Friday, June 08, 2018 11:40:57 AM  
**Attachments:** [Sightline ADU DEIS Comment Letter 06.08.18.pdf](#)

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**From:** Dan Bertolet [mailto:[dan@sightline.org](mailto:dan@sightline.org)]  
**Sent:** Friday, June 08, 2018 10:58 AM  
**To:** Pennucci, Aly <[Aly.Pennucci@seattle.gov](mailto:Aly.Pennucci@seattle.gov)>  
**Cc:** Freeman, Ketil <[Ketil.Freeman@seattle.gov](mailto:Ketil.Freeman@seattle.gov)>; Welch, Nicolas <[Nicolas.Welch@seattle.gov](mailto:Nicolas.Welch@seattle.gov)>; Maxana, Sara <[Sara.Maxana@seattle.gov](mailto:Sara.Maxana@seattle.gov)>; O'Brien, Mike <[Mike.OBrien@seattle.gov](mailto:Mike.OBrien@seattle.gov)>; Marwaha, Jasmine <[Jasmine.Marwaha@seattle.gov](mailto:Jasmine.Marwaha@seattle.gov)>; Rawlins, Jesse <[Jesse.Rawlins@seattle.gov](mailto:Jesse.Rawlins@seattle.gov)>; Levy, Susie <[Susie.Levy@seattle.gov](mailto:Susie.Levy@seattle.gov)>; Farmer, LaKecia <[LaKecia.Farmer@seattle.gov](mailto:LaKecia.Farmer@seattle.gov)>; Johnson, Rob <[Rob.Johnson@seattle.gov](mailto:Rob.Johnson@seattle.gov)>; Williams, Spencer <[Spencer.Williams@seattle.gov](mailto:Spencer.Williams@seattle.gov)>; Gore, Amy <[Amy.Gore@seattle.gov](mailto:Amy.Gore@seattle.gov)>; Herbold, Lisa <[Lisa.Herbold@seattle.gov](mailto:Lisa.Herbold@seattle.gov)>; Aldrich, Newell <[Newell.Aldrich2@seattle.gov](mailto:Newell.Aldrich2@seattle.gov)>; Legault, Jeanne <[Jeanne.Legault@seattle.gov](mailto:Jeanne.Legault@seattle.gov)>; Perez-Darby, Shannon <[Shannon.Perez-Darby@seattle.gov](mailto:Shannon.Perez-Darby@seattle.gov)>  
**Subject:** Sightline's comment letter on the ADU DEIS

Aly –

Please find attached Sightline's comment letter on the City of Seattle's Draft Environmental Impact Statement on Accessory Dwelling Units.

**Dan Bertolet** | Senior Researcher  
**Sightline Institute** | 1402 Third Avenue, Suite 500 | Seattle, WA 98101  
[www.sightline.org](http://www.sightline.org) | T 206.447.1880  
Take advantage of our [news service](#), and find us on [Facebook](#) and [Twitter](#).

Sightline Institute is a think tank providing leading original analysis of energy, economic, and environmental policy in the Pacific Northwest.

1402 Third Avenue, Suite 500  
Seattle, WA, 98101

www.sightline.org  
206 447 1880



June 8, 2018

Aly Pennucci  
PO Box 34025 Seattle, WA 98124-4025  
Email: ADUEIS@seattle.gov

Re. Draft Environmental Impact Statement for Accessory Dwelling Units

Dear Ms. Pennucci:

The Sightline Institute would like to thank the City of Seattle for giving us the opportunity to submit comments on the Draft Environmental Impact Statement (DEIS) for Accessory Dwelling Units (ADUs).

Sightline is a public policy think tank, and I lead our research on affordable housing policy. For the past five years Sightline has been researching and writing about ADU policy. Sightline's executive director Alan Durning served on Seattle's HALA committee and helped craft HALA's ADU recommendations, many of which ended up in the proposed legislation analyzed in the DEIS. Sightline recently published three articles that provide information supporting our ADU DEIS comments ([here](#), [here](#), [here](#), also attached at the end of this comment letter).

### Summary

The DEIS demonstrates in excruciating detail that the proposed ADU rule changes under either action alternative would have no significant adverse impacts on the community. Accordingly, we believe that the DEIS supports the broadest range of changes to the land use code, and therefore strongly support Alternative 2 rather than Alternative 3.

For the final preferred alternative, we support Alternative 2 as proposed, with the following modifications:

1. allowance for two attached ADUs (as in Alternative 3) or two detached ADUs, or one of each
2. minimum lot size of 2,000 ft<sup>2</sup> for detached ADUs
3. increase in maximum height of three feet over the existing limit, regardless of lot width, for detached ADUs
4. increase in maximum height of two additional feet for projects with green roofs or those pursuing the city's "Priority Green" program
5. maximum size limit of 1,500 ft<sup>2</sup> for attached ADUs
6. removal of the occupancy limit on unrelated people
7. allowance for placement of a detached ADU in a lot's front yard or side yard
8. removal of all restrictions on the location of entries for detached ADUs

### Why Sightline supports Alternative 2

Alternative 2 updates Seattle's existing ADU regulations in all the most important ways to allow more homeowners to construct these much-needed, flexible homes:

- allows two ADUs per lot
- removes all off-street parking requirements
- lowers the minimum lot size for detached ADUs from 4,000 to 3,200 ft<sup>2</sup>

1

- removes the owner occupancy requirement
- raises the occupancy limit on unrelated people from 8 to 12
- relaxes various size restrictions for detached ADUs

Of the above changes, removal of the owner occupancy requirement has been most controversial in the past. The ADU legislation proposed prior to the appeal retained an owner occupancy requirement. City Council claimed that the requirement would “prevent speculative developers from acquiring property and building backyard cottages that don’t fit the character of the neighborhood” ([link](#)). The DEIS analysis for Alternative 2 shows that Council’s concerns are unwarranted, finding no significant adverse impacts related to either speculative development (Housing and Socioeconomics), or neighborhood character (Aesthetics).

2

For the DEIS to support an owner occupancy requirement, it would have to demonstrate that renters, as compared to homeowners, are an adverse environmental impact. Such a finding would be preposterous, obviously. All told, the DEIS provides no justification whatsoever for including an owner occupancy requirement in the final preferred alternative.

#### Sightline’s recommendations for the final preferred alternative

Below are explanations of our recommended modifications to Alternative 2 for the final preferred alternative:

1. Allowing two attached ADUs (AADUs), as in Alternative 3, would grant more flexibility for owners who have room in the main house for two AADUs, but no room for a detached ADU (DADU). Analysis on Alternative 3 with this allowance indicated no significant adverse impacts. Likewise, also allowing two DADUs instead would give greater flexibility to owners, and would be highly unlikely to cause any significant impacts. The same size and footprint limits that apply to one DADU would apply to two DADUs cumulatively – that is, the stand alone built structure(s) couldn’t be any bigger.
2. Lowering the minimum lot size for DADUs to 2,000 ft<sup>2</sup> would modestly expand the number of lots that could accommodate a DADU, as shown in DEIS Exhibit A-14. In many cases the lot coverage limit and setback requirements for DADUs would preclude their construction on smaller lots anyway. But some small lots – ones with very small houses, for example – could fit a DADU. In sum, a 2,000 ft<sup>2</sup> minimum lot size would be a relatively small change from Alternative 2, so the DEIS analysis should be sufficient to ensure there would be no significant adverse impacts.
3. Three extra feet of height can make a big difference for design flexibility and construction cost. Allowing three feet extra regardless of lot width is highly unlikely to introduce any significant adverse impacts. Lowering the height limit for narrower lots wouldn’t prevent a DADU on a wide lot from being placed on one side of the lot – that is, it won’t prevent maximum height DADUs from being close to adjacent properties, and the DEIS found no significant adverse impacts for that scenario.
4. Two extra feet of height would allow for thicker roofs to accommodate green roof materials or extra insulation to meet stringent green energy standards such as Passive House.
5. The proposal allows AADUs larger than 1,000 ft<sup>2</sup> in houses built before 2018, and that covers the vast majority of houses in the city – now, as well as ten years out and beyond – because the rate of new house construction is low relative to the total. The DEIS found no significant adverse impacts with this allowance. It follows that extending the increased AADU size allowance to the tiny fraction of homes that are newly constructed would be highly

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unlikely to cause adverse impacts. But it would provide extra flexibility for some owners wishing to add an AADU. We propose an across the board maximum of at least 1,500 ft<sup>2</sup> for AADUs, regardless of year of construction.

6. It's the number of people, not whether or not they are legally related, that determines the degree of adverse impact, if any. Over recent decades family structures have evolved and tend to be less conventional. Targeting an occupancy limit on people who are not legally related is discriminatory. 8
7. On some lots the primary house is placed at the back of the lot, leaving space for a DADU in the front yard. Some lots are large enough to have room for a DADU in the side yard. A DADU subject to the same front and side setback requirements as a primary house would not be any more intrusive to surrounding property than what the code already allows, and thus would not introduce significant adverse impacts. 9
8. All lots are different and restricting the entry placement to 10 feet away from property lines limits design flexibility to respond to unique conditions. The DEIS gives no indication that entries as close as five feet to a property line (the minimum setback) would cause significant adverse impacts. 10

#### Further study needed on limiting the size of the main house

For the final preferred alternative, we recommend that the city not include the maximum size limit on new houses proposed as part of Alternative 3. The DEIS indicates that the size limit would make teardowns less likely and ADU construction more likely. However, Alternative 3 also includes rules likely to impede ADU production (owner occupancy, parking, MHA). The analysis doesn't isolate the impact of each change, so it's unclear which change is doing what. For the final EIS, the city should conduct further analysis to assess the effect of the house size limit in isolation. A straightforward way to do that would be to apply the size limit to Alternative 2 and rerun the econometric model. If the city opts to include a size limit in the preferred alternative, it should exempt all AADU floor area from the size maximum, whether below grade or not. 11

#### Request for additional analysis to test limits

In general the DEIS shows that the action alternatives have substantial "breathing room" for causing any adverse impacts. This suggests that rules could be further relaxed without risk. Most importantly, the city should analyze allowing three ADUs per lot. Analysis could be simplified by assuming an upper-bound of 50 percent increase in ADU production. The city should also analyze a lower minimum lot size for DADUs (2,000 ft<sup>2</sup>), an allowance for two DADUs, an increase in the maximum size for AADUs (at least 1,500 ft<sup>2</sup>), and removal of limits on the number of unrelated occupants. 12

Thank you for the opportunity to provide comments.

Sincerely,



Dan Bertolet  
Senior Researcher  
Sightline Institute

6/8/2018

Why Vancouver Trounces the Rest of Cascadia in Building ADUs | Sightline Institute



## WHY VANCOUVER TROUNCES THE REST OF CASCADIA IN BUILDING ADUS

And how Portland and Seattle could play some serious catch-up.



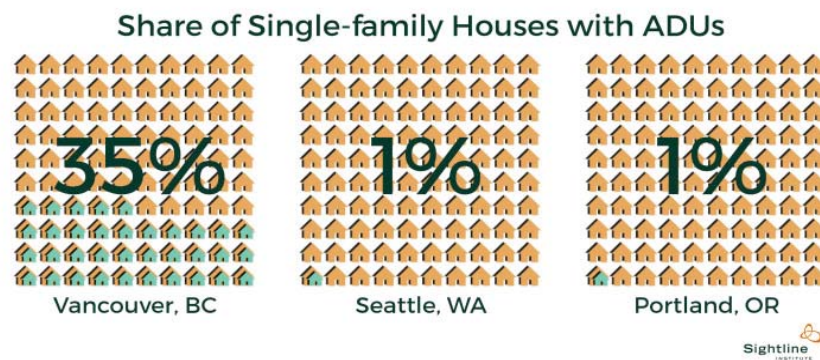
Author: **Dan Bertolet**

(@danbertolet) on February 17, 2016 at 6:30 am

This article is part of the series [Legalizing Inexpensive Housing](#)

**Editor's note:** This article is Sightline's very first from our new senior researcher, Dan Bertolet. We're thrilled to have him on board to help both continue and expand our work pursuing smart solutions to our region's big questions on housing and urban growth. Read his full bio [here](#), and follow him on Twitter at [@danbertolet](#).

Cascadia's three largest cities have all sworn themselves devotees of the accessory dwelling unit (ADU)—also known as the in-law apartment or backyard cottage. But only one of the three has actually built any more than a smattering of them. In Vancouver, BC, fully *one-third* of single-family houses have legal ADUs; in Portland and Seattle, scarcely one percent of houses sport a permitted secondary dwelling. This yawning gap reveals a big opportunity for addressing future housing needs in growing cities.



### The current state of Cascadia's ADUs

ADUs are relatively modest apartments or cottages integrated into single-family properties, and they come in two flavors: physically *attached* to the main house (AADU), or *detached* in a structure separate from the single-family house on the same lot (DADU). Most fall in the [moderate affordability](#) range—

6/8/2018

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\$1,200 to \$1,800 per month for a one-bedroom unit in Seattle—and offer a housing option in single-family neighborhoods for residents who cannot afford a single-family house.

Known as “granny flats” for a reason, ADUs work well for multigenerational families. And they are particularly well-suited for young children, because they tend to be relatively large (at least for a rental), provide direct access to outdoor yards, and are often located in neighborhoods well served with schools and parks.

The table below shows **the current ADU and single-family home stats** for Vancouver, Seattle, and Portland. Vancouver has a staggering lead in AADUs, with more than 21 times as many in-law apartments (called “secondary suites” in Canada) as Seattle and almost 44 times as many as Portland. The city also holds an ample lead in DADUs (“laneway houses,” in Vancouver’s parlance).

	Vancouver	Seattle	Portland
<b>AADUs</b>	25,300	1,184	580
<b>DADUs</b>	1,350	212	720
<b>Single-family Houses</b>	75,000	134,000	153,000

### What’s holding back Cascadia’s ADUs

Myriad regulatory barriers currently litter the law books of Cascadian cities, clogging the ADU pipeline. Vancouver’s success in building more than 26,000 ADUs has been all about undoing those restrictions. Starting in the late 1980s, the city legalized thousands of existing, but illegal, ADUs. Over time, it eliminated the most counterproductive barriers. Vancouver, unlike many Cascadian cities:

- does not require an off-street parking spot for each ADU,
- does not require the owner to live on site,
- allows single-family lots to host both an AADU and a DADU,
- awards additional occupancy limits for each dwelling on a property, and
- provides great latitude to property owners in terms of size, height, and placement of each ADU.

Vancouver demonstrates a substantial housing opportunity for other cities. Matching Vancouver’s ADU track record would mean 47,000 ADUs in Seattle and 54,000 ADUs in Portland. Unfortunately, recent rates of construction in these cities would not yield that much for several hundred years. To seize the ADU opportunity and match Vancouver, Portland and Seattle will also have to match Vancouver’s welcoming set of ordinances.

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Detached accessory dwelling unit, Seattle, WA. by City of Seattle (Used with permission.)

Seattle is poised for progress on ADU code improvements intended to unleash production through the recently introduced [Housing Affordability and Livability Agenda](#) (HALA). HALA calls for more ADUs and prescribes most of the [regulatory improvements](#) listed above. HALA also recommends establishing a “clemency program” to legalize undocumented ADUs, which amount to perhaps [two or three times](#) the permitted inventory. (The City of Seattle makes no attempt to count unpermitted ADUs).

Next to Vancouver, Portland is the most [ADU-friendly](#) city in Cascadia, mainly because the Rose City [requires](#) neither parking nor owner occupancy for ADUs. However, Portland only allows one ADU per property, imposes a low site occupancy limit (no more than 6 unrelated people), and requires 2-story DADUs to match the design of the main house. Compared to [Seattle](#), in recent years Portland’s rate of DADU production has been [relatively robust](#), thanks to the elimination of an \$11,000 development fee and the parking requirements in 2010. (Though a [recent procedural change](#) in property tax appraisal methods may re-chill the market.)

LIKE WHAT YOU'RE READING? MORE ON IN-LAW UNITS AND BACKYARD COTTAGES HERE.

6/8/2018

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Portland ADU by Rainbow Valley Construction (Used with permission.)

## Where ADUs could take us

Vancouverites built most of the city's 25,000 AADUs over several decades starting in the 1970s—often in defiance of prohibitive regulations in place during much of that period. DADUs are newer to the city (the program launched in 2009), but production has been steadily rising, with a record 531 units permitted in 2015.

Combined, the production rates observed in Vancouver for the two ADU types translate to something on the order of 1,000 homes per year. By comparison, Seattle has a goal of producing 20,000 affordable units over ten years, or 2,000 per year. The fact that both Seattle and Portland have roughly twice as many single-family houses as Vancouver to work with would suggest that both cities have the potential to surpass Vancouver's ADU pace. And that's enough new housing to take a serious bite out of the mushrooming unmet demand for moderately priced, family-friendly housing in these cities.

6/8/2018

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Arbutus laneway house, Vancouver, BC by Smallworks (Used with permission.)

The reason Vancouver is currently so far ahead on ADUs stems from the presence of two synergistic ingredients: low regulatory barriers and a strong real estate market. Together, these help owners justify the cost of building ADUs. Seattle has been lagging because while it has the market, it also has the barriers. And Portland has been lagging because while most of the major barriers are gone, it has had a weaker real estate market until recently.

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Given Portland's strengthening market, an ongoing increase in ADU production can be expected, without any major code changes. In Seattle's case, however, ramping up ADUs hinges on fixing the code. Fortunately the City of Seattle already has a plan, and the solution is straightforward: implement [HALA's recommendations](#).

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**Notes and methods:** Vancouver data were obtained through a private communication (12/15/15) with staff at Planning and Development Services, who derived the AADU count from Census 2011: Statistics Canada. The DADU count is based on data collected by the City and includes only those with finalized permits as of 12/31/2015.

The data source for the Seattle ADU inventory is [here](#) and includes ADUs with permits finalized between 1/1/95 and 10/2/15. The data source for the Seattle single-family house inventory is [here](#).

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*The total count of ADUs in Portland is based on a private communication (11/02/15) with staff from the Oregon Department of Environmental Quality. The estimated split of that total between AADUs and DADUs was derived by applying the percentages observed in [this 2013 survey](#). The data source for the Portland single-family house inventory is [here](#).*

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Not in YOUR Backyard: Cottages, In-law Apartments, and the Predatory Delay of HALA's ADU Rules | Sightline Institute



## NOT IN YOUR BACKYARD: COTTAGES, IN-LAW APARTMENTS, AND THE PREDATORY DELAY OF HALA'S ADU RULES

Abuse of a 1971 environmental law is displacing hundreds of low-income families from Seattle this year.



Author: **Dan Bertolet**

(@danbertolet) on April 20, 2017 at 9:30 am

When it comes to urban homes, it's hard to imagine anything less threatening than **granny flats**. But surprisingly, in Seattle last year instill fear they did, provoking a handful of anti-housing activists to **appeal proposed rule changes** intended to spark construction of in-law apartments and backyard cottages. And in an exasperating turn of events, the appeal was upheld.

Of all the 65 recommendations in Seattle's **Housing Affordability and Livability Agenda** (HALA) plan, these homes—collectively known as **accessory dwelling units** (ADUs) in urban planner-speak—should have been one of the easiest wins. Tucked away on single-family lots, ADUs expand access to great neighborhoods for families who can't afford a pricey, larger detached house. At the same time, they let more people live near jobs and services, shortening carbon pollution-spewing commutes and reining in sprawl.

Still, in many cities throughout Cascadia and the United States, **the road to legalizing ADUs has been long**. In Seattle's case, that road **hit a wall** made of outdated thinking on urban development encoded in state laws that, ironically, were enacted to protect the environment. Because of the appeal, the city must now go back and conduct an exhaustive environmental review that is unlikely to substantially change the proposed ADU reforms. All it will do is squander time, postponing the fixes by about two years to **mid-2018**.

And every year of delay is a lost opportunity to create hundreds of new homes for people who do, or who want to, call this city home, all because a tiny minority of residents don't want their neighbors to offer small rentals in their basements and backyards. It's a phenomenon reminiscent of what writer Alex Steffen calls "**predatory delay**," in which the fossil fuel industry has stalled action on climate change for its own benefit.

There are consolation prizes available to Seattle from this damaging setback, and I'll get to them. But first, I'll review the policies that can unlock ADU homebuilding, then tell the disheartening story of the appeal of Seattle's proposed ADU rule changes, and finally, lay out the flaws in the obsolete regulations that led to all the trouble.

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## What's holding back Seattle's ADUs?

In a previous article I surveyed ADUs in Cascadia's three biggest cities, finding that **Vancouver trounces both Seattle and Portland** in the ADU race. As of a year ago, a third of Vancouver's single-family houses had a permitted in-law apartment or backyard cottage, compared to only about one percent of the houses in both Seattle and Portland. Vancouver reigns supreme mostly because officials simply ceased banning ADUs. They:

- 1) stopped mandating an off-street parking spot for each ADU;
- 2) did not require the owner to live on-site;
- 3) allowed both an in-law apartment (constructed within the main house) and a separate backyard cottage on each lot; and
- 4) provided great latitude on size, height, and placement of ADUs.

Consequently, Vancouverites have been adding roughly **1,000 ADUs per year** to their single-family neighborhoods and now have some 27,000 total. Portland got it right on three of these four rules. The exception is that the Rose City still limits ADUs to one per lot. But still, it has seen the number of **ADU homes ramp up** considerably, as shown in the chart below. The city issued about 600 permits in 2016, and by this year's end it will have an estimated 1,900 completed ADUs citywide, an increase of about 300 per year since 2015.

***In 2016, a year when developers opened nearly 6,000 new apartments in the city, Seattle added only 156 ADUs, up from 116 the year before.***



In contrast, Seattle's **current regulations** fail on all four counts. As a result, despite high and rising rents (and soaring home equity that owners could borrow against to finance ADU construction), recent ADU production lags well behind both Vancouver and Portland. In 2016, a year when developers opened nearly **6,000 new apartments** in the city, Seattle added **only 156 ADUs**, up from 116 the year before.

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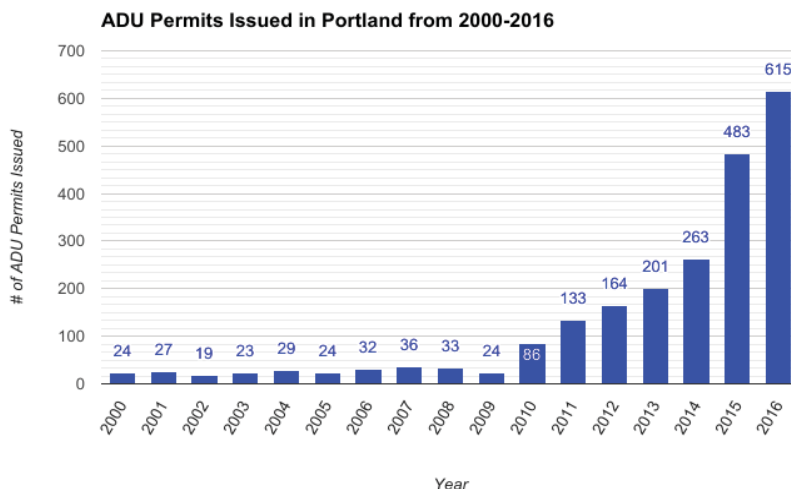


Chart created by accessorydwellingstrategies.com based on data collected by the Portland Bureau of Planning and Sustainability. Note that not all permitted ADUs are built, and some ADUs are built without a permit.

## The ADU-blocking appeal

In May 2016, ten months after HALA recommended the four rule changes above, Seattle leaders released an [ADU plan](#) to implement those recommendations, with a few caveats. The city asserted that the proposed changes did not require completion of an Environmental Impact Statement (EIS) under the Washington State Environmental Policy Act (SEPA), because it would cause no appreciable harm to the environment—called a “determination of non-significance” (DNS).

A month later, the Community Council of Seattle’s affluent Queen Anne neighborhood [appealed the DNS](#). The case went to city hearing examiner Sue Tanner, who in December [sided with the Community Council](#). The city now must conduct a full-blown EIS, a process that typically takes at least a year and costs several hundred thousand dollars in city staff time and fees to consultants.

Tanner ruled that the city’s DNS was flawed for several reasons, some of which were procedural. Here, I’ll focus on the more pertinent and meatier allegations: that the DNS did not sufficiently analyze potential impacts on existing housing and displacement, parking, and public services.

## The ADU opponents have it backwards on displacement

**The ruling states:** “The evidence here shows that the legislation would adversely affect housing and cause displacement of populations.” The evidence in question was provided by an economist who testified that allowing both an in-law apartment and a backyard cottage would attract “outside investors” enticed by the prospect of renting three units on a single lot, who would buy older cheaper houses, demolish them, and replace each with a new house and two ADUs. An urban planning consultant added that because investors would pick off the cheapest houses first, the proposed rule changes would cause displacement of lower-income “minority populations,” accelerating gentrification and diminishing the city’s diversity.

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In response to previously voiced concerns about this “outside investor” scenario, Seattle’s proposal included a requirement that the owner live on-site for a period of one year after ADU construction was completed. **City planners wrote** that the rule would “ensure that speculative development interests are not able to develop single-family lots with ADUs and backyard cottages.” It turns out, though, as noted in **the appeal**, that there’s a workaround: an off-site owner could create a Limited Liability Corporation (LLC) and grant a tenant a tiny fraction of ownership.

The hearing examiner’s conclusion that the proposed ADU changes would increase displacement hinges on an assumption that this LLC workaround would be prevalent. The ruling also relies on one witness’ opinion that the proposed liberalization would push the teardown economics across a tipping point, an opinion that cannot be supported by on-the-ground data because there is none. No such sordid tales of **ADU speculators run amok** have yet to emerge from Vancouver, though home values are even higher there than in Seattle. Nevertheless, the appeal’s de-facto community leader Marty Kaplan hyperventilates that “**there would be a feeding frenzy** for anybody with a truck and a nail bag to go buy homes and convert them into three rental units and displace the population.”

In the majority of cases in-law apartments and backyard cottages are **added to existing homes**. But for the sake of argument, assuming that some amount of teardowns through speculative redevelopment would occur, even under those circumstances, is the ruling’s contention about displacement correct?

Short answer: no. That’s because the hearing examiner—like the plaintiffs’ expert witnesses—got it backwards: building more ADUs is not a cause of displacement; it’s a cure. As I detailed in a previous article, *economic* displacement (caused by rising rents) is **displacing far more, probably at least ten times more, people** in Seattle than is *physical* displacement (caused by demolition of existing low-cost housing). In the (likely rare) cases when an existing home is replaced by a new house with an ADU, the net effect citywide is less displacement, because creating more homes addresses the primary cause of rising rents: not enough homes for all the people who want to live in Seattle.

## Sacrificing ADUs to stop teardowns won’t help

The teardown of a low-value house might cause the physical displacement of that house’s tenants. (It also might not: the previous residents may be the owners, or the teardown may be vacant because it is unfit for habitation. In any case, Seattle’s cheapest houses are already disappearing quickly to make way for exorbitantly expensive new houses built to the maximum size allowed.) But preserving that existing house and forgoing a new ADU (or two) will only speed the increase of rents in cheap houses by exacerbating the housing shortage that is driving up prices across the board. Low-income families will pay more to get the same low-quality housing.

Not only that, when there’s a shortage of homes, the housing market is like a **cruel version of the game of musical chairs**. Those with money always win; those without always lose. Across the city, every ADU that does not materialize is like another chair taken out of the game, and that translates to a low-income family displaced. Conversely, when one home is transformed into two, even in the worst case scenario where a family gets physically displaced from the original house, those two open “chairs” mean that two low-income families elsewhere in the city will *not* be forced out.

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I am not trivializing displacement caused by a teardown. As Seattle grows, city policies and investments can support vulnerable communities so that they can stay in place and benefit from that growth. However, there is no escaping the fact that every home not added to Seattle's housing stock leads to one fewer low-income family that can live in the city. The people who are indirectly displaced when construction of new homes is prevented are every bit as harmed as the people displaced by teardowns.

Worse yet, the hearing examiner's ruling not only has it backwards on ADUs and teardowns but also advances a perilous line of thinking for affordable housing in general. If teardowns for the sake of ADU construction are a threat to affordability, the same is true for any other form of homebuilding. When there's demand for housing, any change of laws that allows larger buildings will accelerate redevelopment. And the homes that get replaced first will be the cheap, worn-out, neglected ones—the ones with the lowest rents.

But that's not all there is to the story, because except for the case of single-family houses, redevelopment invariably yields a **larger number of homes**, easing competition. More players in the game of musical chairs get a seat—that is, a home they can afford in the city. The pressure pushing up rents is relieved, from the top of the market all the way to the bottom. Thus, as tempting as it may be to impose restrictions in the hope of saving low-cost homes, doing so only makes things worse for affordability overall.

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Backyard cottage designed by Nest Architecture & Design, located in West Seattle. Photo by Alex Hayden Photography, used with permission.

## Stopping SEPA from doing more harm than good

Adopted in 1971, Washington's [State Environmental Policy Act](#) (SEPA) comes from an era of horror stories about polluted cities that spawned a reflexive inclination to limit urban growth. It calls for an assessment of all the *negative* environmental consequences of major government decisions. Will more ADUs increase a city neighborhood's car trips, crowded street parking, local air pollution emissions, energy consumption, or noise? What SEPA doesn't require, though, is equal consideration of *positive* impacts.

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Building more ADUs in Seattle's neighborhoods will:

- modestly **reduce car trips** across the metro area;
- decrease car dependence and increase transit ridership, walking, and cycling;
- slow sprawl and thereby protect forest and farmland from development on the metropolitan periphery;
- improve integration by class** (and therefore likely by race) in neighborhoods that currently exclude middle- and working-class people;
- allow less affluent families to live near the city's best parks, schools, and job opportunities;
- trim consumption of fossil fuels; and
- reduce pollution of water and air—and therefore **climate change**.

These **benefits of compact communities**—of density—are ubiquitous in the past three decades' research on cities. Indeed, the main lesson of that entire body of work is that compact, transit-rich, walkable, mixed-use, mixed-income cities are critical ingredients to a sustainable future. Seattle officials shouldn't have to prove this anymore than they have to prove that hydro- and wind-powered Seattle City Light electricity is better for the planet than the coal power that many rust belt cities rely on. So the fact that a handful of homeowners from an affluent neighborhood successfully used SEPA to stall ADU liberalization is, to understate the case, ironic.

***Compact, transit-rich, walkable, mixed-use, mixed-income cities are critical ingredients to a sustainable future.***



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If there is anything of redeeming value buried in the hearing examiner's decision, it is the chance for the City of Seattle to complete an EIS that once and for all lays to rest the ruling's spurious arguments and demonstrates how the net positive benefits of ADUs dwarf the negatives. Ideally, such an EIS could lay the foundation for city rule changes that would exempt infill housing construction from SEPA entirely.

## The most important principle: New housing reduces displacement

First and foremost, the city can address the displacement issue directly to head off future attacks through SEPA against proposals to spur in-city homebuilding. Addressing it directly means establishing the fact that when there's a shortage of housing across a city, adding new homes reduces net displacement, full stop. Even if the new homes are more expensive than the old ones. Because it all comes down to basic math: the bigger the gap between the number of homes and the number of

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people who want them, the more the competition for scarce housing floods down the market and pushes people with lower incomes out of the city.

It follows that every time a speculative developer replaces an existing house with a new one that includes an ADU (or two), it's a net win for housing equity. Conversely, every time a teardown is replaced with the largest, most expensive house that will fit on the lot but that can only accommodate one family, it's the worst possible outcome for equitable access to housing. If city officials fail to unequivocally demonstrate these fundamental truths, they will lose the argument from the start.

***When there's a shortage of housing across a city, adding new homes reduces net displacement, full stop.***



## Removing the owner occupancy requirement is key

Seattle's HALA recommended completely removing the owner occupancy requirement because such restrictions hamper ADU production. Also, in 2016 the city conducted **two community meetings** on potential ADU rule changes, and public feedback was nearly 2:1 against owner occupancy rules. As noted above, planners opted for a compromise that mandates one year of owner occupancy. (Incidentally, such rules **may be illegal anyway**.)

Requiring the owner to live on-site removes the **20 percent of Seattle's single-family houses that are rentals** from the pool of possible new ADU sites—sites where adding ADUs to existing rental houses would cause zero physical displacement. Plus, compared to typical homeowners, landlords are more likely to have the financial resources and expertise to invest in new ADUs. For many private homeowners, **financing is the biggest obstacle** to developing an ADU on their own. Risk-taking investors can play a key role in jump starting ADU construction by blazing the trail and establishing the design, construction, and finance infrastructure for ADUs in Seattle that will then make it easier for homeowners to get into the game. Barring non-resident investors from building ADUs will kneecap production, stifling the potential for ADUs to ameliorate Seattle's housing shortage.

Some cities have rationalized owner occupancy requirements as a means to "**preserve neighborhood character**," based on the perception that rental units may not be well maintained. But if this argument were valid, it would also justify applying the same rule not just to ADUs but to all rental homes, including everything from single-family houses to duplexes, rowhouses, and large apartment buildings. Singling out ADUs is discriminating against renters in the most sought-after residential neighborhoods. In a similar vein, some Seattle officials hope to assuage fears that speculative developers would build "backyard cottages that **don't fit the character of the neighborhood**." Such arguments prioritize some people's aesthetic tastes over other people's need for housing.

## No one's parking is more important than another person's housing

Regarding parking, yes, removing the off-street requirement for ADUs might increase competition for street parking. A 2014 study in Portland found that on average, **each ADU generates 0.46 cars parked on**

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the street. But requiring off-street parking has numerous and hefty adverse impacts. Overall, off-street parking quotas make housing more expensive and deepen car dependence—in direct contradiction to two of Seattle's most urgent aspirations for the future.

Besides, the City of Seattle has no obligation to provide convenient parking, free of charge, on publicly owned streets, to single-family homeowners—the vast majority of whom already have plenty of car-storage space on their own property. In an age of impending climate crisis, in a city where close to half of greenhouse gas pollution comes from cars, it's ludicrous that a policy change as benign as allowing more ADUs can be contested through the State Environmental Policy Act over parking.

## Urban infill such as ADUs makes infrastructure more efficient

The SEPA appeal ruling also cited lack of analysis of public infrastructure, but most of these concerns are based on an outdated context. First of all, as an article I will publish soon details, in most of Seattle's single-family areas, population density has *decreased* over the past few decades with the decline in average household size. In other words, in the not too distant past, existing infrastructure adequately served more people in most neighborhoods where ADUs would be built. The ruling calls out stormwater management in particular, but today's stringent regulations ensure that any new construction will not increase polluted runoff, and in fact, will likely reduce it.

Furthermore, urban infill projects like ADUs typically cost less to serve with infrastructure compared with the alternative scenario of new homes forced out to more sprawling, suburban locations. Here again, the appeal ruling ignores modern reality—in this case, that urban infill housing lowers per-capita public expenditures on infrastructure.

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Backyard cottage designed by live-work-play, located in Seattle's Columbia City neighborhood. Photo by Cindy Apple, used with permission.

## Let's stop shooting ourselves in the foot with SEPA

That adding homes to existing cities is a net positive for both people and the planet is an utterly uncontroversial principle of urban planning. One of the gentlest ways to do that is by allowing ADUs into areas otherwise reserved for single-family houses. Yet in Seattle, Washington State's environmental laws

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enabled an obstructionist minority to torpedo a policy change that would have unlocked these much-needed, flexible housing options.

The harm of delay is real: based on ADU construction rates in Vancouver and Portland, every year Seattle's ADU rules remain unfixed and impede production, hundreds of families are losing the opportunity to rent in-law apartments or backyard cottages. Instead, they are competing for existing homes, and as the bidding wars cascade down the market, the lowest-income families are being displaced from Seattle. Rents are rising faster for everyone. Seattle's most desirable neighborhoods are remaining as exclusive as ever, off-limits to people of modest means. The delayed densification of the city's most auto-dependent zones is hamstringing its progress beyond carbon.

Who is winning from the EIS delay? Almost no one, save for a few extreme NIMBYs who want to freeze their neighborhoods in amber, or who care more about street parking than welcoming new neighbors.

Who loses? All the city's renters, who in the best case will pay a little more because of the added competition for apartments that the ADU delay is intensifying, and in the worst case may be forced to find somewhere to live in a cheaper location outside Seattle. But most of Seattle's single-family homeowners lose, too: the majority of them support liberalizing ADU rules. ADUs not only fit Cascadians' tolerant, welcoming values and laidback lifestyles, but they increase home values and income potential for homeowners.

Oh, and the planet. The planet loses, too.

For all these reasons, ADUs should have been the easy part of the HALA agenda. There is a potential silver lining, though. Seattle planners now have the opportunity to craft a definitive EIS that lays the groundwork for preventing the **exploitation of SEPA** by small numbers of entitled residents at the expense of everyone else. Priority one for the EIS is to establish the fundamental truth that regulatory changes allowing more homes are a net positive because more homes are a net positive. Optimistically, this path could lead to the exemption of all future infill housing construction from SEPA, expanding on what the city council **recently approved** for small and mid-sized apartment buildings in Seattle's six official "urban centers."

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## SEATTLE'S NEW ENVIRONMENTAL STUDY ON ACCESSORY DWELLINGS OBLITERATES OBSTRUCTIONISTS' CLAIMS

### Or: How Seattleites learned to stop worrying and love the backyard cottages?



Author: **Dan Bertolet**

(@danbertolet) on May 24, 2018 at 8:41 am

In the summer of 2016, anti-housing activists from a wealthy Seattle neighborhood [appealed](#) proposed liberalization of rules governing accessory dwellings—commonly known as mother-in-law apartments and backyard cottages. Six months later a city hearing examiner [upheld the appeal](#), forcing Seattle planners to spend the next year and a half slogging through a voluminous environmental study. In a [previous article](#) I covered this sorry episode of anti-housing obstructionism in Cascadia's first city.

Well, Seattle has released its draft [Environmental Impact Statement](#) (EIS) on the prospective accessory dwelling unit (ADU) rule changes. The verdict? [The appeal](#) was bunk: baseless claims eviscerated by analysis and evidence.

The appeal's most grievous complaint was that making it easier to build accessory dwelling units (ADUs) would lead to displacement in lower-income communities of color. In other words, poor people would lose homes to rich speculators. As the appeal's de-facto leader, Marty Kaplan, [warned](#): "There would be a feeding frenzy for anybody with a truck and a nail bag to go buy homes and convert them into three rental units and displace the population."

Math begs to differ. The EIS finds that relaxing ADU rules would lead to *fewer* teardowns of existing single-family houses—which would decrease the likelihood of renter displacement—and that teardowns are less likely in lower-priced neighborhoods to begin with. It also demonstrates that in Seattle the value of selling a house, with or without ADUs, eclipses the value derived from renting. So much for any rental conversion "feeding frenzy."

Following the standard script of anti-housing legal challenges, the ADU appeal also raised the alarm over the threat to convenient free parking. What did the EIS show? "We conclude that ADU production would not have an adverse impact on the availability of on-street parking."

The EIS projects that over 10 years the relaxed rules would boost production by up to an additional 1,440 ADUs, a 76 percent increase beyond the 1,890 new ADUs projected under existing regulations. A mere half a percent of Seattle's single-family lots would likely see ADU construction as a result of the rule changes. That is to say, the proposed liberalization would have a miniscule impact on

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neighborhoods and the infrastructure that supports them, and that's exactly what the EIS concluded: "no significant adverse impacts" across the board.

Conducting this EIS would not have been necessary in the first place, were it not for **abuse of Washington's State Environmental Policy Act (SEPA)**. And the SEPA process abuse may not be over yet. Based on feedback on the draft EIS, the city will then prepare a final EIS defining the "preferred" policy, burning four or five more months. And then obstructionists can appeal the final EIS before the legislation moves on to the city council (not holding my breath).

The two or more years of delay caused by the appeal means a city already grappling with an epic housing shortage will fall even further behind by a few hundred ADU homes. And because tight housing markets work like a giant game of musical chairs, in which **the poorest people always lose**, this pointless delay has already forced hundreds of low-income residents **out of Seattle**.

On the upside, Seattle's EIS saga may finally neutralize once and for all the **anti-housers' firehose of spurious objections** over ADUs—modest homes that are, after all, less intrusive to neighborhoods than any other form of added housing. Overall, the EIS makes it clear that the benefits of loosening ADU rules vastly outweigh any downsides, bolstering the case to move forward with the most welcoming of the policy options under consideration. If Seattle manages to soldier on without compromising, its ADU rules will serve as a model for cities **throughout Cascadia** and beyond.

## What the EIS Dissected

Environmental Impact Statements analyze proposed government actions to identify potential adverse impacts on the affected community. An EIS typically assesses multiple action alternatives and compares them to taking no action. In **Seattle's ADU EIS**, Alternative 1 is the city's unchanged existing regulations, Alternative 2 is the most welcoming set of rule changes, and Alternative 3 imposes some restrictions on ADUs not included in Alternative 2.

Alternative 2 follows the recommendations of Seattle's 2015 **Housing Affordability Agenda** to remove **several key barriers** to ADU construction. It raises the ADU allowance from one to two per lot; reduces the minimum lot size from 4,000 to 3,200 square feet (ft<sup>2</sup>); eliminates off-street parking requirements; removes the requirement for the owner to live on site; raises the **occupancy limit** of unrelated people on the lot from 8 to 12; and modestly relaxes size restrictions on backyard cottages.

Alternative 3 is more restrictive than Alternative 2. It retains the status quo rules requiring the owner to live on site six months of every year and limiting unrelated occupants to eight; mandates one off-street parking space for a lot's second ADU; exacts **Mandatory Housing Affordability** fees on a second ADU; and limits the size of new single-family houses to 2,500 ft<sup>2</sup> or a floor-area-ratio of 0.5, whichever is larger. (That last change is remarkable: it would impose an unprecedented cap on the size of every new house built in any single-family zone throughout the city, regardless of whether it includes ADUs.) Alternative 3 does loosen the rules in one way: it allows a second attached ADU (part of the main house) as a substitute for a backyard cottage.

## Allowing more ADUs would slow home demolitions

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A critical concern about any rule change that accelerates homebuilding is displacement of existing residents. In general, when redevelopment adds homes it helps **reduce overall displacement** across a growing city because it creates more room to accommodate newcomers, who would otherwise **outbid less affluent residents** for the scarce homes available.

In the case of ADU liberalization, however, there's a more specific concern: would the expanded opportunity to create ADUs lead to speculative purchasing of cheaper houses and cause displacement of low-income tenants?

To assess that potential, the ADU EIS looks at how the alternatives would affect the economics of constructing ADUs and tearing down existing houses to build new ones. The analysis seeks to answer the question: on any given lot, what actions would yield the most financial value to the owner? Remodeling and adding a basement mother-in law rental? Tearing down the existing house and building a new house and backyard cottage? Doing nothing? And so on.

The analysis showed that in general, the two action alternatives reduced the likelihood of a teardown to construct a new house (see Appendix A in the EIS). This reduction was slightly larger for Alternative 3 mainly because it limits the size, and therefore the value, of new houses. The expectation of fewer teardowns makes sense if you consider that the expanded allowance for ADUs gives more owners a way to create new value on their properties without having to sacrifice the value of an existing house by tearing it down.

Teardowns would also be less likely in what the EIS designated as Seattle's "low-priced" neighborhoods, which largely overlap with areas city planners previously identified as having a **high risk of displacement**. In those parts of the city, under all alternatives the most valuable option for owners is keeping the existing house and adding an attached ADU. That's because lower home sale prices can't as easily cover the cost of new home construction—in other words, the payoff isn't worth the effort. For this same reason, ADU liberalization is likely to boost house turnover and ADU construction more in expensive areas rather than in low-priced neighborhoods that are often homes to communities of color.

The EIS also puts the lie to the presupposed scenario of flocks of **speculative investors swooping in** to buy up modest houses so that they can build two ADUs and rent all three units. The analysis shows that renting is consistently "the least profitable valuation option," and that "in current market conditions, single-family houses and ADUs are generally more valuable on the for-sale market than as rental properties." A smart speculator would be highly unlikely to tie up money to demolish, rebuild, and then hold onto rentals.

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Birdseye rendering of the 10-year projection of ADU construction and house teardowns under the EIS Alternative 2, illustrating the low level of expected change to a typical single-family neighborhood. Image: City of Seattle.

## The proposed rule changes would boost ADU construction

To project ADU production over ten years, the EIS analysts developed an econometric model based on historic ADU production rates, lot characteristics, regulatory constraints, and the economic analysis described above (see EIS Exhibit A-20). The results are shown in the table below (see EIS Exhibit A-40).

	Alternative 1	Alternative 2	Alternative 3
<b>Number of ADUs built</b>	1,890	3,330	3,100
<b>Number of existing homes torn down and redeveloped</b>	2,610	2,460	2,200

To put these ADU numbers in perspective, Seattle currently has about **130,000 single family houses in single-family zones**. Compared with ADU production under status quo regulations, the rule changes are expected to increase the number of homes in single-family neighborhoods by about 1 percent. Because the new rules would allow two ADUs on a lot, the additional single-family lots that would likely see new ADU construction under the rule changes is even lower, only about 0.5 percent of the citywide total.

Unsurprisingly then, the EIS found “no significant adverse impacts” for all analysis categories: housing and socioeconomics, land use, aesthetics, parking and transportation, and public services and utilities. What’s more, over the past few decades **much of Seattle’s single-family land has actually lost population** as household size shrinks and very few new homes have been added. These neighborhoods can unquestionably welcome more residents because they have before.

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## The differences between Alternatives 2 and 3 matter

As shown in the table above, the net effect of the tighter restrictions in Alternative 3 is fewer ADUs produced compared to Alternative 2. There were no historic data available to calibrate modeling of owner occupancy, parking, larger cottages, and Mandatory Housing Affordability fees, so to account for their effects the analysts made an educated guess on a single, consolidated adjustment factor that was then applied to the projections (see EIS Exhibit A-39). Because they are lumped together, the analysis cannot isolate how much each of these changes contributes to differences in projected ADU production.

The table above also shows the projected number of single-family homes torn down, and that includes cases without any new ADUs involved. Alternative 3 would result in 11 percent fewer total teardowns than Alternative 2. The primary cause of that difference is the size limit on new houses imposed by Alternative 3, which applies to any new single-family house, regardless of whether it incorporates ADUs. The size cap reduces the potential value of a new house relative to other options such as keeping the existing house or adding ADUs.

In contrast, the other extra restrictions in Alternative 3 *lower* the likelihood of ADU construction, which *raises* the probability of teardowns—but that effect is outweighed by the house size limit pushing the other way. In particular, the owner occupancy requirement in Alternative 3 is likely to increase teardowns because it prohibits ADUs from the one fifth of Seattle's single-family houses that are rentals. Deprived of the ADU option to add value, these owners will be more likely to maximize their property's value by demolishing the house and building an expensive new one. Not to mention that there is **no defensible justification for requiring owner occupancy** on homes with ADUs when it's not required for separate single-family home rentals.

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Another proposed constraint in Alternative 3 to avoid is **Mandatory Housing Affordability (MHA)** for the second ADU on a lot. As described in the economic analysis given in EIS Appendix A, **exacting a fee** on an ADU will reduce the value gained by constructing it, and therefore will reduce the likelihood that it gets built. This **circular logic** highlights the **core flaw in the MHA program overall**. Through regulatory reform, the city hopes to increase production of ADUs to expand housing choices and affordability. At the same time it proposes charging MHA fees to fund affordable housing, but that will hold back ADU production. Does the city want more ADUs or not? If yes, then skip the MHA fees.

Even with no house size limit, Alternative 2 yields 6 percent fewer teardowns than does the status quo, because making it easier to build ADUs tips the financial scales away from teardowns. If policymakers wish to combine Alternative 3's benefit of fewer teardowns with Alternative 2's benefit of increased ADU production, they can simply add the house size limit to Alternative 2. They could also tack on Alternative 3's allowance for a second attached ADU.

## ADUs will not devour all the free on-street parking

To assess potential impacts on parking, the EIS analysts estimated ADU resident car ownership using a 2013 Portland State University survey adjusted for Seattle's demographics. They estimated that each ADU would generate between 1.0 and 1.3 cars, and conservatively assumed that all ADU residents

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would park on the street. To establish a baseline for on-street parking utilization they applied recent parked car counts in four areas distributed across the city covering a total of 339 single-family blocks and 7,527 on-street spaces. Average weekday utilization was 52 percent.

The analysts then applied the 10-year ADU projections discussed above to estimate how many more cars would end up parked on the street. Compared with the status quo Alternative 1, under the proposed rule changes in Alternatives 2 and 3 utilization increased by between 1 and 3 percentage points, depending on location. In the worst case in the most heavily utilized location, it rose from today's 78 percent utilization to 81 percent under Alternative 2 (see EIS Exhibit 4.4-14).

According to the city's standard, "on-street parking utilization would not become an issue until it exceeded 85 percent." Because all of the studied areas stayed below that 85 percent threshold, the EIS concludes that the rule changes would not cause adverse impacts on parking. And that minor blip in parking demand makes perfect sense when you consider that the liberalization proposal is projected to add only about 1 percent more homes to single-family neighborhoods over ten years.

The EIS also highlighted the interplay between parking and another overblown concern often raised by anti-housing activists: loss of tree cover. The EIS finds that under worst-case assumptions, the projected number of new backyard cottages would cover "less than 0.1 percent of the total tree canopy in single-family residential areas." It adds that, "removing the off-street parking requirement could reduce the amount of vegetation and tree removal otherwise needed to accommodate a parking space when creating an ADU."

The bottom line is clear: there's no good reason not to remove all off-street parking requirements for ADUs, and doing so will yield more ADUs and likely less tree loss to boot. (You'd be forgiven for wondering why environmental laws require that building *less* new parking be assessed as if it's an adverse impact when cars are Cascadia's largest single source of climate pollution.)

## Time for ADU reform

Seattle's recently released draft EIS on proposed ADU rule changes is a 364-page testament to what most housing wonks already knew: relaxing regulations on ADUs is one of the most benign policy actions a city can take to improve housing equity. Even under the loosest set of proposed regulations, the projected number of new ADUs is small compared with the number of single-family houses. So it follows that the impacts on neighborhoods would also be small, as the EIS confirmed in excruciating detail.

Particularly salient, the EIS shows that by relaxing ADU rules, growing cities can ease the demolition of existing homes—and the associated risk of displacement—while simultaneously boosting the creation of flexible housing options for those who can't afford a million dollar house. All told, the EIS makes a bulletproof case for the most permissive set of rules, and if Seattle acts on that prescription it will set an example for ADU liberalization across North America.

But cities in Washington will still have to face the entrenched problem of the State Environmental Policy Act (SEPA), Washington's set of environmental review laws that enables obstructionists, no matter how

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unfounded their objections, to **abuse the process** and hijack efforts to create homes of all shapes and sizes for all of our neighbors.

(Those who wish to comment on the draft EIS can **do so in writing** until June 25, or can testify in person at a **city hearing** on Thursday, May 31, 2018 at Seattle City Hall.)

## Endnote: Don't ban Airbnb in ADUs

Though not proposed as part of Seattle's ADU reform, many cities have considered or **enacted restrictions** on short-term renting of ADUs, but that's misguided policy. The EIS analysts estimate that on average ADUs used as short-term rentals can generate between about \$1,143 and \$1,386 per month, depending on the location, and accounting for the typical gaps in renting. For long-term rentals, they estimate rent that varies from as low as \$1,056 for an 800 ft<sup>2</sup> attached ADU in a low-price location to as high as \$2,470 for a 1,000 ft<sup>2</sup> backyard cottage in a high-price location. Overall, the EIS data indicate that long-term rental of ADUs would typically be more lucrative than short-term. This suggests that the reason people put ADUs on short-term rental is because they need the flexibility—to reserve the ADU for family members at a certain time of year, for example. Denied that flexibility and supplemental income by a short-term rental ban, many owners would opt not to build ADUs. Furthermore, even if ADUs are used for short-term rentals they absorb hotel demand. Over the long term, that means fewer hotels get built, **leaving more urban space for new apartments** to ease the housing shortage.

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**From:** [alan.smith](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU comment  
**Date:** Sunday, May 20, 2018 8:59:21 PM

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I filled out the online form but only saw multiple choice questions and no area for comment (?). so here is my comment:

I am a single family zone homeowner in Seattle and i really like the idea of making it easier to build a DADU. My expected retirement income won't be enough for me to be able to stay in the city even after my house is paid off because of high property taxes. I could offset that and provide affordable housing for someone if I could build a DADU. I also think it is wrong that tiny houses are not allowed in Seattle. There are so many people living in campers and rv's already, wouldn't this be a better alternative than making it illegal (laws which most people ignore anyway)? I mean all over my neighborhood there are many people living in vehicles already which this code fails to prevent... and it ends up preventing something helpful ie.the difference is that I cannot build a tiny house and provide cheap housing for someone.

1

2

-alan smith

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This email has been checked for viruses by Avast antivirus software.  
<https://www.avast.com/antivirus>

**From:** [MIKE STECKLER](#)  
**To:** [ADUEIS](#)  
**Subject:** Alternative 2  
**Date:** Monday, June 25, 2018 5:45:35 PM

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I have reviewed the EIS and feel Alternative 2 is the best path to take in providing more living options in fast growing Seattle.

The city is far behind in addressing the housing needs of its citizens especially young people that didn't have the opportunity to purchase a house before the out of control escalation of house prices.

I like the idea of excluding garage space from the floor area calculation. This may add to more off street parking that will make neighbors happy.

I have done my calculations on building a DADU behind my home and if I'm going to spend the money I want to build an attractive structure that enhances the neighborhood and I feel that alternative 2 provides the best pathway to affordable housing in Seattle.

We need to pass this legislation this time and add some relief to a starving rental market.

Mike Steckler

Sent from my iPad

1

**From:** [Levy, Susie](#)  
**To:** [MIKE STECKLER](#)  
**Cc:** [ADUEIS](#)  
**Subject:** RE: EIS feedback  
**Date:** Monday, May 21, 2018 11:04:42 AM

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Hi Mike,

Thanks for reaching out. All comments should be submitted here to [ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov) and all of the comments will be available with responses as well. Thanks so much for your continued engagement on this.

Best,  
Susie

Susie Levy, MPH  
Legislative Aide to Councilmember Mike O'Brien  
Seattle City Council  
206-684-8800

Note that all messages are subject to public disclosure

-----Original Message-----

From: MIKE STECKLER <[mikepammikeylex@msn.com](mailto:mikepammikeylex@msn.com)>  
Sent: Friday, May 18, 2018 1:35 PM  
To: Levy, Susie <[Susie.Levy@seattle.gov](mailto:Susie.Levy@seattle.gov)>  
Subject: EIS feedback

Hi Susie, Mike Steckler here. I have read the EIS finding and will have some recommendations regarding its implementation.

I would like to receive copies of other citizens' comments so I can better understand the possible roadblocks to finally getting the building code amended.

Thank you, Mike Steckler  
206-909-9753

Sent from my iPad

1

**From:** [CARL STIXROOD](#)  
**To:** [Welch, Nicolas](#); [ADUEIS](#)  
**Subject:** Fwd: Affordable housing solution is on the table but under the radar  
**Date:** Friday, May 11, 2018 10:12:36 AM

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Aly and Nick

This is a great job! I just wish it could go faster.

1

----- Original Message -----

From: Carl Stixrood

To: [dbeekman@seattletimes.com](mailto:dbeekman@seattletimes.com)

Date: May 11, 2018 at 8:09 AM

Subject: Affordable housing solution is on the table but under the radar

Mr. Beekman

The City's recently issued EIS for changes proposed to the Accessory Dwelling Unit code is one of the finest pieces of work by the City in memory.

More importantly, it may contain ways to address the provision of housing units for lower income workers without raising taxes.

The EIS deserves a careful read and some press attention.

Thanks, Carl Stixrood

Sent from my iPad

From: [dsutcher](#)  
To: [ADUEIS](#)  
Cc: [Dennis.Roy](#), [Wahb, Waqar](#)  
Subject: Comment #2 on Draft ADU EIS — MHA Fee for second ADU?  
Date: Thursday, June 07, 2018 3:25:10 PM

Hello,

Besides what I consider to be the un-wisdom (& probably un-Constitutionality) of requiring MHA for second ADU on a site, I don't understand the math as shown by the City on page 4-35 (enclosed below).

If I am tracking correctly MHA would kick in for 745 "second ADU"....

Let's assume size of such ADU is 800 ft.<sup>2</sup> times \$13 per gross square foot.... That's \$10,400 per ADU times those 745 equals \$7,748,000....

I don't see where \$20-\$30 million comes.

What am I missing?

And as to substance of the requirement, let's assume \$100,000 per unit (very very low) which would go into this MHA fund — that's 78 units over 10 years... Seems trivial benefit and yet it's a significant amount of money for many homeowners.

Rather than throwing up hurdles to property owners we should be doing everything possible to encourage them to build ADUs... And more cost is discouragement.

On page 4-35:

Alternative 3 would include MHA requirements when a property owner adds a second ADU. Of the 3,100 ADUs created under Alternative 3 between 2018 and 2027, we estimate approximately 745 would occur on parcels with two ADUs, as shown in Exhibit 4.1-12. Based on an average ADU size of 500-800 square feet and an MHA payment requirement of \$13 per gross square feet, we estimate that ADU production under Alternative 3 would generate \$20-30 million in affordable housing contributions over the 10-year period. The added cost of the MHA requirement would also marginally decrease the number of parcels adding a second ADU compared to a scenario without MHA requirements, thereby somewhat reducing the supply of rental housing, an adverse impact on affordability.

1

**From:** [dsucher](#)  
**To:** [ADUEIS](#)  
**Cc:** [Pennucci, Aly](#); [Welch, Nicolas](#)  
**Subject:** First comments on Draft DADU EIS  
**Date:** Thursday, June 07, 2018 11:44:35 AM

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The econometric methodology — the “forecast model” starting on page 4-15 —  
to determine the marginal increase of D/ADUs  
is not clear to me and  
needs clarification, examples and perhaps peer review

1. I believe that the results of the “forecast model” (i.e. D/ADU production) of the Draft EIS analysis is and should be the core of the entire EIS analysis. Every other impact — both positive and negative — is a function of how many D/ADUs will be built over some realistic time-frame, depending on the different Alternatives.

1

2. Such analysis is very difficult and filled with uncertainties e.g. basic economic health of Amazon.

3. As a strong D/ADU advocate I am very concerned that the EIS might be found to be legally flawed. While I favor Alternative 2, I could live with Alternative 3. But in any case I want one of the two to become legislation.

2

4. I have been involved with planning and real estate development for many decades and have created many pro-formas. My response to the methodology used by the consultant to determine production is that “Hmmm....I am not sure I understand it.”

That is NOT to even remotely suggest that the methodology is flawed. I am simply saying that, personally & FWIW, I am not sure I understand it.

If there is almost universal understanding that the methodology is clear and easily-understood, and that it conforms to standard methodology, then my comment is irrelevant.

3

But I suspect, based on comments from others, that the methodology is not clear. A good test would be: “If you understand it, please repeat it back to me and explain it.” Most of what I hear is cheerleading or comments (pro and con) on the substance of the proposed rules. I have heard virtually nothing which critiques the EIS methodology. But of course should there be a legal challenge, it will be based on that very methodology.

I would like to see the EIS so clear and reasonable that no one will even bother with an appeal.

5. Since the methodology is the central, perhaps the pivotal intellectual and analytical question in the entire Draft EIS, I sure hope that the analysis has been done in a manner which is conventional and comports with standard econometric methodology...

(Of course perhaps there are a number of different methodologies all of which are perfectly reasonable... But that is beyond my paygrade and why I am making this comment.)

Therefore it might be useful to have some “peer review” by professional economists, statisticians, and real estate feasibility to analysts review the document to establish that the methodology is a reasonable one.

(Another of course — if City has already engaged in such peer review critique, then ignore my specific remark about peer review. But the lack of understandability by lay people remains)

6. It's my view that many people don't understand the methodology and the Final EIS should expand on explaining it. One approach might be to use examples of how different types of owners might respond to different rules, using a "typical" existing single-family house.

3

7. Again I am NOT doubting that consultant's methodology — I personally simply don't understand it completely and I believe that a Final EIS should be easily understood by a lay reader who is paying some attention. The methodology is so important that it should not be understood, if at all possible, only by trained specialists etc.

Lack of understanding is often the basis of fear — and fear is the basis of much anti-D/ADU activism.

Thank you very much.

David Sucher  
Seattle

**From:** [DAVID C. SUTHERLAND](#)  
**To:** [ADUEIS](#)  
**Subject:** Re: impacts  
**Date:** Monday, June 25, 2018 10:09:29 AM

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My biggest concern with DADU'S is the loss of open space. Many of us have small yards and any loss of open space has a huge impact. There are not enough parks to compensate and loss of trees is not helping the environment. Not requiring on site parking is ridiculous. People still need their cars. With many businesses being forced further out, those of us who live in central Seattle need our cars to get there. Busses and light rail don't go to many of those places and those businesses are not being replaced. If we have to drive farther we are using more gas.

1

2

I have a question. Since Seattle is currently having a glut of unrented apartments, why is there such a hurry add more ADU'S and DADU'S and upzone the entire city? Seems to me the Seattle Planning Com. is padded with developers. who have only one agenda - cover every square inch of open land.

3

Loretta Sutherland  
206-329-8335

**From:** [Patrick Taylor](#)  
**To:** [ADUEIS](#)  
**Subject:** Draft ADU/DADU EIS Comments  
**Date:** Sunday, June 24, 2018 11:26:55 PM

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Hello,

I am writing to express my opinion regarding the draft ADU/DADU EIS. Seattle is faced with a housing crisis, increasingly unaffordable housing, a long history of codified inequity through land use planning, and inaction on climate change. The recent Draft EIS has concluded that the environmental impacts of reducing regulation of Accessory Dwelling Units are non-significant. The benefits of ADUs could be widespread, if we select options that maximize the production of this very adaptable and accessible form of dwelling.

I support more Accessory Dwelling Units and would like to see the final EIS recommend:

-Elimination of the parking requirement for ADUs regardless of number. Providing parking is often expensive, unnecessary, and in many cases infeasible. This will prioritize vegetation and open area over vehicle storage.

1

-Elimination of minimum lot size for ADUs. If you can put a house on it, you should also be able to create an ADU by right, within the same bulk restrictions allows by the zone. Fourteen percent of Seattle lots fall below the current lot size threshold and they are often in neighborhoods with the best access to transit, schools, parks and jobs, exactly where most people would like to live.

2

-Striking the owner occupancy restriction. Owners of Seattle backyard cottages surveyed by OPCD stated [the greatest barrier to creating a DADU was the owner occupancy requirement](#). Both Portland and Vancouver do not have owner occupancy requirements and have not experienced widespread problems with speculation while maintaining high percentages of owner occupancy without need for regulation. Finally, the underlying rationale that renters or landlords are not adequately invested in their communities is an outdated and classist prejudice, especially considering the majority of Seattleites are renters, there are very few new opportunities to own. Seattle's houses are filled with renters (27%) and Seattle's Single Family zones are filled with thousands of grandfathered lowrise multi-dwellings.

3

-Freedom to choose best fit and type when creating accessory dwelling units. Allowing owners to make two accessory dwelling units either both as attached to the primary dwelling or one attached, one detached, or both in a detached structure, in front or to side of primary residence. Flexibility is key, as long as the overall form fits within the bulk of currently allowed Single Family Zoned structures.

4

-Incremental increases in size and height allowances and options for roof features such as dormers and green roofs. These cottages are still 10 feet shorter than what is allowed for the primary residence.

5

-More allowable rear yard coverage. Having increased rear yard coverage allows additional flexibility in design, to preserve trees, yard space, or existing accessory structures.

-Increasing the allowed gross floor area for detached accessory dwelling units for 1000 square feet and attached dwellings units to 1500 square feet. This small increase will lead to more two bedroom plus dwellings for the larger Seattle households. Separating non-livable space from the accessory dwelling unit's gross floor area calculation will increase the number of dwellings that can be constructed on top of

6

or adjacent to existing garages by allowing for more flexibility on constrained sites. Requiring occupancy separation and separate entrance to living and storage spaces would reduce illegal conversions.

-Reducing pre-development costs and streamlining permitting by dedicating specialized reviewers to ADU/ DADU projects. With three dedicated staff positions, DCI could reduce the turnaround on permit reviews to a matter of weeks rather than months. If the city pre-approved stock plans with a list of available zoning departures, such as 2 extra feet of allowable height for sloping lots, residents who want to build an ADU have a clear and predictable pathway through permitting.

7

-Studying how limiting new principal structures to .5 FAR can incentivize the creation of additional attached and detached accessory dwellings, and limit displacement/ demolition/ gentrification. Additional FAR bonuses for green building, specific site conditions such as alley and corners should also be a component of this study.

8

-Do not apply Mandatory Housing Affordability. Many of the ADUs we have are used for family, or rented well below market. Adding a potentially five figure fee at their creation for affordable housing elsewhere would drastically reduce the ability of everyday people to make their own contribution to affordable housing on their own land.

9

Thank you for your time,

Patrick Taylor  
4633 S. Fontanelle ST  
Seattle, WA 98118

**From:** [Buzz Tenenbom](#)  
**To:** [ADUEIS; Durkan, Jenny](#)  
**Cc:** [Durkan, Jenny; Welch, Nicolas; O'Brien, Mike; Harrell, Bruce; Bagshaw, Sally; Mosqueda, Teresa; Gonzalez, Lorena; Herbold, Lisa; Johnson, Rob; Juarez, Debora; Sawant, Kshama; Pennucci, Aly; Freeman, Ketil; Wentlandt, Geoffrey; Torgelson, Nathan; Mantilla, Andres; Brand, Jesseca; Sparman, Goran](#)  
**Subject:** ADU draft EIS does not adequately address concerns  
**Date:** Monday, June 25, 2018 2:03:57 PM

---

Dear Ms Pennucci, Mayor Durkin, and Councilmembers,

The draft EIS does not adequately address the environmental impact facing most neighborhoods. It makes sweeping assumptions based on a few tiny samplings. Such work is highly error-prone and not professional.

1

It says for example, parking has no effect. I know, in my neighborhood, it will have a huge effect. The EIS should lay out what the effects are and not just make assumptions based on error-ridden statistical sampling methods. It should say parking requirements could increase by X percentage – but it does nothing of the sort. It says simply, ‘no effect’.

2

The EIS does nothing to address quality of life. Isn't this one of the big attractions of our city? That we do in fact, have a good quality of life due in part to less density. If I wanted to live in a triple decker in Boston, next to many others, I would!

3

The EIS inadequately addresses ownership. Homeowners cannot generally afford a DADU at a cost of \$300K. Remodeling and additions are expensive. I know, I build them. If the homeowner does not have to own the structure(s), then a developer will. And, out of town, out of state ownership of homes does not promote tight neighborhoods. This will destroy the fabric of our communities. The DEIS did not consider this. It is flawed.

4

**We have been building DADU's for several years now and they are always \$300K or more! How can this be affordable housing? How does this address the issues? It does not.**

Please reject this DEIS because it is flawed.

Thank you,  
Buzz Tenenbom



**Buzz Tenenbom, AIA**  
CTA Design Builders, Inc.  
Architecture & Interiors  
Ofc: 206-286-1692  
Fx: 206-545-6802  
[www.ctabuilds.com](http://www.ctabuilds.com)

**From:** [RICHARD ELLISON](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments to the Accessory Dwelling Units (ADU) Draft Environmental Impact Statement  
**Date:** Tuesday, June 26, 2018 12:07:34 AM

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Comments to the Accessory Dwelling Units (ADU) Draft Environmental Impact Statement

To : [adueis@seattle.gov](mailto:adueis@seattle.gov) Aly Pennucci, PO Box 34025 Seattle, WA 98124-4025

From: Richard Ellison, Treepac.org, Board Member acting for the Board

8003 28th Ave NE, Seattle, WA 98115

Date : June 25, 2018

The City of Seattle wants to encourage single family homeowners to build ADU's (accessory dwelling units, sometimes called mother-in-law units), both attached and unattached. Currently, you can build one, but not both, on the same property. The City proposes allowing both, while also reducing minimum lot sizes from 4000 sq ft to 3200 sq ft and increasing the backyard structural footprint from 40% to 60%.

We believe the ADU-DEIS is highly flawed in claiming there will be no significant impacts to Exceptional Trees, Significant Trees and Tree Groves as a result of the proposed changes. Cumulative impacts, unavoidable adverse impacts, impacts to critical root zones, increased stormwater runoff, urban island heat effects, are all issues poorly addressed, if at all.

It is inconceivable to us that the ADU-DEIS cannot identify even one adverse impact, considering Single Family (SF) zones are 67% of the land and have 72% of Seattle's tree canopy on 135,000 lots. The DEIS is silent as to how increases in lot coverage and reductions in minimum lot size, among many other issues, will be such that "No significant adverse impacts are anticipated to land use; therefore, no mitigation measures are proposed." (The DEIS in 4.3.3 Mitigation Measures, Page 4-120 notes)

1) COMMENT PERIOD AND PUBLIC OUTREACH. We request an extension of the comment period and more public outreach on the ADU issue. HALA/MHA covers impacts to less than 33% of Seattle land cover, but has had over a year of public outreach and 6 major public outreach meetings and 6 public hearings. The ADU proposal, which would affect 67% of Seattle's land cover, had limited public outreach and only 1 public hearing.

The ADU proposal, effectively up-zoning 67% of Seattle, which includes reducing minimum lot sizes for ADU's (allowing potentially increased lot subdivision in SF zones), and increasing lot coverage of structures from 40% to 60% in the back lots, with its resulting increased density

1

2

and traffic, and cumulative impacts to tree canopy, should include more public outreach.

2) CUMULATIVE IMPACTS. Single Family (SF) zones have 72% of Seattle's tree canopy on 135,000 lots. Any cumulative impacts of increased ADU development in SF zones, combined with up-zoning for HALA/MHA and Urban Villages could have significantly negative impacts to Seattle's tree canopy, Heritage Trees, Exceptional Trees and Tree Groves throughout the city.

Cumulative impacts are not addressed. Cumulative long term impacts to canopy need to be calculated assuming the potential maximum buildout of ADU's in SF homes. Underestimation of the number of ADU's that might be built, and ignoring the AADU's attached to primary dwellings, in addition to ignoring impacts to Critical Root Zones, will likely inhibit the City reaching its intended Tree Canopy Cover goals of 30% in the short term, and 40% in its long term goal. As this lost open space would be cumulative, this would be a potential long term impact that is not acknowledged in the DEIS.

3

3) UNAVOIDABLE ADVERSE IMPACTS. The ADU-DEIS is significantly flawed in its claim there are "No significant unavoidable impacts to tree canopy." This is based upon faulty assumptions of extremely few ADU's being built in low canopy cover neighborhoods. It also assumes no impacts to Critical Root Zones, no cumulative impacts from other citywide land use proposals such as the MHA/ HALA up-zones and long term buildouts of new ADU's in SF zones.

4

4) CRITICAL ROOT ZONES. The DEIS fails to discuss impacts from new structures, walkways, utilities, driveways, etc. to Critical Root Zones of Exceptional and Significant trees and Tree Groves.

5

5) TREE GROVES. The DEIS must discuss potential impacts to existing Tree Groves and groves status. Trees should not be allowed to be removed if it causes a grove to lose status and protection as a Tree Grove. If one or more trees are removed from a grove that would ordinarily qualify for protection, then what would the impacts to groves be from increased ADU development? In the 2016 LIDAR study, less than 2300 Tree Groves remained in Seattle.

6

6) LACK OF ACURATE CANOPY SAMPLING. Impacts to canopy should be calculated from actual canopy samples from neighborhoods like Wallingford and Wedgwood, which currently have high canopy cover, and compared to neighborhoods like the University District and South Park with low canopy cover. The DEIS figure 4.3-15, and similar figures, assumes neighborhoods only have a few small trees currently, so impacts are assumed to be minimal with buildout, and these assumptions are incorrect for many neighborhoods.

7

7) STORMWATER RUNOFF. The EIS needs to evaluate how much increased runoff from increased impervious surfaces from both new ADU's and loss of tree canopy. How much more runoff will be added, stressing an already overwhelmed combined sewage and street runoff

8

system during heavy rains and peak storm events?

The new Ship Canal Water Quality Project, designed to reduce pollution from water overflows into the ship canal, will need to capture and store more stormwaters during heavy rains. How much more runoff will need to be stored from reductions in existing neighborhood canopy cover in the Ballard, Fremont, and Wallingford neighborhoods? This could be estimated from existing canopy cover data, but the ADU-DEIS fails to evaluate impacts to this project.

8

8) URBAN ISLAND HEAT EFFECT. Seattle is currently #10 in the nation's highest Urban Island Heat Effects. With many record high temperatures this last decade, combined with record droughts in summer, any significant loss of tree canopy will exacerbate impacts from Urban Island Heat Effects. The EPA says "Heat islands can affect communities by increasing summertime peak energy demand, air conditioning costs, air pollution and greenhouse gas emissions, heat-related illness and mortality, and water quality." The assumption of no impacts to tree canopy misses opportunities to mitigate these heat impacts.

9

9) TREE MAPPING REQUIREMENTS. ADU site plans must include maps noting the location, DBH, canopy cover, and species of trees. Currently, ADU site plans are exempt from showing tree information.

10

10) PERMITS REQUIRED. Tree removal permits should be required for any Exceptional or Significant tree removed in development or otherwise in SF zones.

11

11) MAXIMUM ALLOWED LOT COVERAGE + REDUCED LOT SIZE IMPACTS. Lots smaller than 5000 sq ft should not be exempt from the tree protection ordinance. With minimum lot size being proposed to being reduced to 3200 square feet (from 4000 currently), how is it even possible to preserve Exceptional Trees and build additional ADU's, especially if back lot coverage increases to 60% ?

12

12) LIMIT EXEMPTIONS FOR MAXIMUM BUILDOUT. Limit removal of Exceptional trees as much as possible, even if that would prevent the maximum allowed lot coverage. Encourage alternative designs and make penalties for removal strong so to discourage tree removals. This is especially true if rear lot coverage is increased from 40% to 60%. Residential small lots should include stronger tree protection and tree replacement requirements.

13

13) Our current city ordinance actually says that all exceptional trees and trees over 24 inches DBH removed during development must be replaced but DCI formerly DPD has ignored implementation of that action. It is not at all discussed in the DEIS ADU's. Why is the DEIS ignoring replacement trees?

14

**From:** [Ruedi Risler](#)  
**To:** [ADUEIS](#)  
**Subject:** ADU Draft EIS Comments by the University Park Community Club  
**Date:** Monday, June 25, 2018 10:48:06 AM  
**Attachments:** [UPCC Comments ADU DEIS 25JUN18.pdf](#)

---

Please accept the attached letter as our input into the ADU discussion.

Ruedi Risler  
University Park Community Club

## UNIVERSITY PARK COMMUNITY CLUB

To: [ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov) (via email)

RE: Comments by the University Park Community Club regarding the Draft EIS for revising Accessory Dwelling Unit rules

25 June 2018

Dear Seattle ADU Team,

University Park is a single family zoned neighborhood located north of Greek Row of the University of Washington and south of Ravenna Park. Our Community Club would like to submit the following comments regarding the Draft EIS published May 10, 2018:

1. The present regulations regarding Accessory Dwelling Units (ADUs) are well thought out, and we see no need to change them. We therefore support Option 1 (no action) in the DEIS. 1
2. If any changes are considered, they must address neighborhood specific concerns. We oppose a one-size-fits-all approach.
3. While University Park is single family zoned, we have a large number of duplexes and triplexes because of our zoning history. We therefore have experience with the type of single-family density that is considered in alternatives 2 and 3 of the DEIS. Unfortunately this experience is negative. Houses that have been split up into more rooms to increase rental income are frequently causing problems with noisy parties, which spill out into the yard and street, unmanaged garbage, illegal parking and general uncivil behavior. These problem properties are typically owned by absentee landlords, with no interest in the neighborhood except as a money making entity. We do not want to see our problems duplicated in other parts of the City. 2
4. Specific issues for University Park include
  - We have a large student population, with associated problems. Other University cities limit the number of student renters in single-family zones near the institution to less than eight, as allowed in Seattle. We do not want this number increased. 3

- Parking is a serious issue. University Park is located within the University District Parking Overlay Area (Map A in the Seattle Municipal Code 23.54.015). This is in one of only two areas in Seattle, where the present off-street parking requirement for ADUs cannot be waived. We do not want this changed. Properties with a lot of residents cause parking problems. We have one “rooming house” property at 5218 17<sup>th</sup> Ave NE that has 15 RPZ6 permits, accounting for about half of the parking spots available in that block.

4
- We are a historic neighborhood with two major boulevards designed by the Olmsted brothers, 17<sup>th</sup> Ave NE and NE Ravenna Boulevard. Any new zoning must respect this design.

5
- Other neighborhoods have undoubtedly other specific concerns, which cannot not be addressed by city-wide uniform regulation.
- 5. Minimum Lot Size: Typical lot size in University Park is between 4000 and 4500 sf. Most, if not all DADUs that have been built in our area, are located on larger lots, 5000+ sf, for instance on corner lots. This agrees with the analysis in the DEIS which explores, where future DADUs might be built. Based on this analysis and our experience, there is no reason to reduce the minimum lot size for a DADU to less than 4000 sf, as presently allowed.

6
- 6. Owner Occupancy: As described above, we suffer from poorly managed rental properties. Under no circumstances can we support ADUs where the owner does not live in one of the units. This requirement is absolutely essential for any ADU legislation.

7
- 7. Enforcement: The Seattle Department of Construction and Inspections (SDCI) and its many predecessors has a very poor record of enforcing land use rules, and landlords take advantage of this with illegal units, construction without permits and excessive parking on their lots. We oppose any zoning changes, which simply legalize this behavior.

8
- 8. While we understand that our present housing crisis is in part caused by the strong demand created by the unprecedented population growth, we do not believe that this problem can be solved by simply building more housing. Besides the demand and supply issue, we have to recognize that greed plays a major role. Homeowners in University Park routinely receive letters from real estate companies who “represent clients who are very interested in purchasing properties in your area”. These are not people interested in living here. Their goal is to profit from our surging real estate market. We have multiple examples, where ordinary families looking for a home were simply

9

outbid by investors, who then proceeded with illegal remodels and escalated rental prices. Before further encouraging this behavior by reducing ADU requirements, and in particular the plan of dropping the owner occupancy rule, Seattle should seriously consider other options.

9

9. The DEIS projections for number of ADUs expected to be built over the next ten years, show 1440 more units for alternative 2 and 1210 more for alternative 3 as compared to the no action scenario (1890 new units). These are very small numbers, which will have only a marginal impact on housing availability and affordability. If some of these new units are used as short term rentals, the impact for permanent residents will be even smaller. The original philosophy of the Comprehensive Plan, which concentrates growth in Urban Centers and Villages can much better accommodate the number of additional units we need. In the University District, for instance, the U District Urban Design EIS of January 8, 2016 showed development capacity for 6606 dwelling units even without the upzone that was later approved.

10

In conclusion, we see no need to change the existing accessory dwelling unit land use rules, which have in general worked well. If any changes are implemented, we absolutely object to dropping the owner occupancy requirement.

With best regards,



Ruedi Risler  
President, University Park Community Club

5256 19<sup>th</sup> Ave N  
Seattle, WA 98105

**From:** [Irene Wall](#)  
**To:** [ADUEIS](#); [Welch, Nicolas](#); [Pennucci, Aly](#)  
**Subject:** DEIS does not accurately represent the significant impacts of the DADU alternatives  
**Date:** Monday, June 25, 2018 4:21:53 PM

---

The DEIS fails to disclose, let alone offer any mitigation for significant impacts to the environment and neighborhood livability and tranquility that will result from many of the proposed changes in the regulations addressing accessory dwelling units.

1

**1. Crowding and Parking Impacts.** The skimpy analysis of parking impacts utterly flies in the face of observations made citywide. Neighborhood streets are already overcrowded. There may be a few places where some street parking is not use 100% of the time, but those are the areas where property owners are the least likely to build ADUs. Over-parked streets create driving and safety hazards which are not addressed in the DEIS. Nor does it address the social impacts of creating a hostile parking environment. Nor does it address the cumulative impacts of parking stress that will result from implementation of the latest Director's Rule on transportation LOS methodology - further reducing parking requirement and limiting voluntary construction of on-site parking. Privacy and solar access are reasonable expectations for owners and renters occupying SF homes in Seattle. People make major financial sacrifices to own SF homes. The negative impacts of unfettered conversion of small lots to triplexes on neighboring properties is entirely unacknowledged in the DEIS.

2

**2. Social impacts of less owner occupancy citywide.** The Hearing Examiner ruling that resulted in this EIS acknowledged that relaxing this requirement fundamentally changes financial calculations that will result in continuing displacement of lower-income homeowners and the conversion of much desired detached single family homes into triplexes. The city is in theory concerned with avoiding displacement and supporting equity however, this proposal will have the opposite effect. Under the current ADU regulations, lower income homeowners can retain their homes while benefiting from an ADU or DADU. The final EIS should more carefully and honestly evaluate this effect of converting all of Seattle's SF lots into multi-family zoned parcels in a backhanded way.

3

**3. Taxes and increased property values.** The proposal is likely to have a further negative effect of adding to the property tax burden of all households. The FEIS must consider the potential of all SF lots greater than 3200 SF being valued at a much higher multi-family rate.

4

**4. Loss of trees and increase in impervious surface.** At a time when the city is struggling with the failure of the Green Factor to retain trees and tremendous public expense to address combined sewer overflows, this proposal will make those situations worse. The FEIS must in a non-partisan and factual manner address these problems and the likely loss of tree canopy and increase in stormwater runoff from dramatic increases in lot coverage allowed by this proposal.

5

**5. What is the Purpose of the Proposal? No discussion of the actual NEED for any changes in regulation.** The city regulations currently allow ADU and DADUs on thousands of lots citywide. The rationale for changing the regulations is missing from the analysis. Initially these changes were proposed as means of producing affordable housing options but that has been lost entirely. The FEIS must identify specific production goals that can be met by changes to the current code and compare with alternatives

6

to achieve those goals under the current code.

Thank you for addressing these shortcomings in the FEIS.

Irene Wall  
207 North 60th St.  
Seattle, WA 98103

**From:** [Levy, Susie](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: ADU Draft EIS Released- comment period open  
**Date:** Tuesday, May 29, 2018 9:30:35 AM

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FYI. He probably already sent but just in case...

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**From:** Kurt Warner <[kwarn69@outlook.com](mailto:kwarn69@outlook.com)>  
**Sent:** Sunday, May 27, 2018 3:22 PM  
**To:** O'Brien, Mike <[Mike.O'Brien@seattle.gov](mailto:Mike.O'Brien@seattle.gov)>; Levy, Susie <[Susie.Levy@seattle.gov](mailto:Susie.Levy@seattle.gov)>  
**Subject:** RE: ADU Draft EIS Released- comment period open

Hello Mr. O'Brien, I have submitted the following comments for the ADU EIS. Thanks for keeping me informed.

1

I have owned house in Lake City since 1994. I live in New Hampshire due to work requirements. My house has a 1150 square feet detached garage. I want to build 2nd floor over the garage and rent it out until I retire in 6 to 10 years at which time I would live above the garage and rent out the house. The house is already rented out. To do so I need Owner-occupancy requirements of alternative 2 (no occupancy required) . If there is concern about investors buying houses to convert them to higher density, I suggest that alternative 1 be amended to allow owners that have owned their home for some number of years (such as 3 or 5 years) to not be required to live on property. That would prevent buyers from buying with the intent to convert properties immediately.

2

3

A height limit of 18 feet to the bottom of the roof line is needed. My property is 63 feet wide and on a corner lot. Perhaps corner lots could have increased limits since they do not create large structures in the middle of a block.

4

I need ability to have separate electric service for the DADU. It needs to have its own postal address. It currently shares water and waste water service with the house, so having a code that allows for these three needs is preferred.

5

Thank you,  
Kurt Warner

---

**From:** O'Brien, Mike [<mailto:Mike.O'Brien@seattle.gov>]  
**Sent:** Thursday, May 10, 2018 1:30 PM  
**To:** Levy, Susie <[Susie.Levy@seattle.gov](mailto:Susie.Levy@seattle.gov)>  
**Subject:** ADU Draft EIS Released- comment period open

Hello all,

Thank you for staying engaged on our efforts to work toward lowering the barriers to building ADUs. We are excited to be taking another step in that direction with the release and public comment period for the ADU Draft Environmental Impact Statement (EIS). I encourage you all to review and

comment on this Draft EIS, which examines potential environmental impacts of proposed Land Use Code changes related to ADUs in single-family zones.

The public comment period for this Draft EIS extends through June 25, 2018. We are hoping to release the final EIS in September, and, depending on appeals, move forward with legislation as soon as possible. In addition, we continue to explore ways to lower the costs of ADUs and are considering possible city investments to help create rent-and-income-restricted affordable ADUs and to help lower-income homeowners build ADUs.

You can learn more about this proposal and provide feedback at [seattle.gov/council/ADU-EIS](http://seattle.gov/council/ADU-EIS).

You can comment in several ways:

- Via the online comment form
- Via e-mail to [ADUEIS@seattle.gov](mailto:ADUEIS@seattle.gov)
- In writing to: Aly Pennucci, PO Box 34025 Seattle, WA 98124-4025
- In person at the Draft EIS Hearing and Open House on Thursday, May 31, 2018

Hearing location: Seattle City Hall, 600 4th Ave, Bertha Knight Landes room  
The open house will begin at 5:30 p.m. and the public hearing will begin at 6:30 p.m.

Thanks again for participating in our effort to encourage more small-scale housing options in Seattle's neighborhoods. For more information about the EIS, visit [seattle.gov/council/ADU-EIS](http://seattle.gov/council/ADU-EIS).

Thanks again,  
Mike

**Councilmember Mike O'Brien**

Chair, Sustainability and Transportation Committee

[Seattle City Council](http://seattlecitycouncil.org)

**206-684-8800**

Follow Mike on:       

**[Sign Up for Mike's E-Newsletter](#)**

*Note that all messages are subject to public disclosure*

**From:** [Johnson, Rob](#)  
**To:** [ADUEIS](#)  
**Subject:** FW: Accessory Dwelling Units Environmental Impact Statement  
**Date:** Wednesday, June 27, 2018 11:42:23 AM

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-----Original Message-----

From: Steve Wilkins [<mailto:billfriendly@gmail.com>]  
Sent: Monday, June 25, 2018 4:47 PM  
To: Johnson, Rob <[Rob.Johnson@seattle.gov](mailto:Rob.Johnson@seattle.gov)>  
Subject: Re: Accessory Dwelling Units Environmental Impact Statement

Steve Wilkins  
P.O. Box 45344  
Sea., WA 98145  
206 633-3279

Re: Accessory Dwelling Units Environmental Impact Statement

Dear Council Member Johnson:

Our SF5000 neighborhoods were platted providing yards, privacy and ample access to sunlight and views. Any alternative with the exception of 'NO ACTION' is not acceptable.

Many of us have worked hard to afford our homes and appreciate yards and access to sunlight. Lot line to lot line boxes with flat roofs will block sunlight and destroy privacy. Wanton destruction of yards for one and two DADUs plus ADUs will not only overcrowd environs designed for less density but will completely overwhelm an already exasperated parking situation. That destruction in my neighborhood was aided with the RPZ program which was intended to solve the parking problems related to density. What it did was encourage owners to remove back yards in favor of parking lots.

Outside of the obvious destruction of simple things like access to sunlight and yards this proposal runs contrary to the promises of the MHA and MFTE programs. The deliberative public process that led to our Urban and now Transit Centers specifically outlined the areas for growth to occur and zoning changes to facilitate.

Neighborhoods were promised that density increases would occur in these zones. To facilitate increased housing opportunities developers are not charged fees (development fees) to pay for needed infrastructure improvements. Further incentives were given to developers in the form of relief from RE taxes (12 and now 15 years) plus some zoning exceptions for the MFTE and now MHA programs to provide some low income housing units. We were told growth could be accommodated in these areas and these programs were what was needed.

I'm not sure if the City deliberately lied to us in negotiations to comply with the Growth Management Act but now we are being told our SF neighborhoods need to be converted to duplex and triplex zoning. I don't know how long any of you have lived here but I have seen times when people couldn't give their house away because of changing real estate markets.

My personal opinion is the City should be held to its promises to keep density increases within the negotiated boundaries of our Urban and Transit Centers and allow this zoning to build out to its promises of accommodating density. The wanton destruction of our SF neighborhoods that this legislation envisions will not be repairable or replaceable if any of the density increases this legislation promises are allowed to be enacted regardless of the promises in the EIS.

Please vote for NO ACTION.

1

**Accessory Dwelling Units**

Final EIS  
October 2018

Steve Wilkins

6/25/18

**From:** [Bonnie Williams](#)  
**To:** [ADUEIS](#)  
**Cc:** [LEG\\_CouncilMembers](#)  
**Subject:** ADUEIS  
**Date:** Monday, June 25, 2018 12:21:12 AM

---

Hello,

I have followed the process of the city promoting changes to the codes related to ADU/DADU's in single family neighborhood's for the last few years. This is in effect promoting potential triplexes on single family 130,000 single family lots throughout Seattle.

It is apparent with the constant construction the last few years that this triplex potential concept sets up every neighborhood for speculation by developers.

If owner occupancy is no longer required as in Alt. 2 and 3 we will definitely have more displacement and loss of currently affordable housing with tear downs. The end result, will not be affordable housing , but market rate units. The rezoning can cause property taxes to rise and drive out low income and middle class. More study is needed regarding displacement potential.

If a property owner builds a DADU and invests in market rate labor costs, he can not afford to offer a discount to tenants as some people are lead to believe. Affordability is a fallacy in the equation. DADU's built to be short term air B and B's are also not contributing to affordable housing.

I support Alternative 1 because it has the right "balance " for livability in neighborhoods. I like that a lot needs to be a minimum of 4,000 feet, you can have an ADU or DADU not both, a parking space is required ( exceptions allowed case by case) , the size of a DADU is limited to 800 sq feet which is in scale, still room for trees, open space and door facing in to parent lot is an asset to neighbor privacy. Alt 1 is the best choice. Most of all like owner occupancy( 6 mos. is flexible). 40% lot coverage . Owner occupancy contributes to neighborhood stability.

The EIS is disappointing in that the study is far too generic and the parking study should be done neighborhood by neighborhood as should a number of other aspects.

There are really no mitigations or identified hardships for lack of parking for this kind of potential density. I view the parking the loss of parking requirements as careless as related to the parking studies.

The city is well aware of parking constraints and to make it worse with Alt 2 and 3 makes no sense. Phinney, Greenwood, Wallingford, Ballard. Fremont are already problematic with daily commuters who " park and hide" to avoid parking downtown, UW , Bastyr. Families with kids are not frequent bus riders so parking is necessary.

Alt 2 is radical and impacts are greatest with 1,000 Dadu's ( Out of scale) , no owner occupancy, 60% lot coverage and 12 people on a 3200 sq foot lot with no parking. The bigger the unit , the greater the impact as in number of cars, noise, number of people.

Lots of 3200 feet should not be considered for potential 3 units.

Loss of open space and trees is too great  
along with underestimating sewer and storm water concerns.

Alt 1 Balanced with livability

.Neither Alt 2 and 3 protect aspects of livability

I support Marty Kaplan's and Queen. Anne CC comments about the inadequacy of the EIS to identify the many impacts of each of about 30 neighborhood's differences  
such as consider:

1

2

3

- 1) loss of owner occupancy
- 2) the difference in average real number on a lot now compared to a potential increase to 12 people
- 3) a neighborhood by neighborhood parking study
- 4) age of infrastructure, utilities and costs associated with added density
- 5) consider storm water and sewer capacities with loss of trees and open space, park shortages ( real parks, streets parks are a poor substitute).
- 6) Consider lot size and location in determining impacts of allowing 12 unrelated people on a lot to reside on one property
- 7) consider the socioeconomic differences between neighborhood's and identify those most vulnerable to conversion , displacement and speculation
- 8) identify impacts of density related to crime and violence and increased costs of fire, police and services
- 9) noise/ air quality aspect impacts of people living in increased proximity
- 10) study shadowing of 1,000 Dadu's on neighboring properties
- 11) consider impacts of increased traffic, buses, cars, bikes, pedestrians

Thank you.

Bonnie Williams

Sent from my iPhone

3

**From:** [Bill Williamson](#)  
**To:** [ADUEIS](#)  
**Subject:** Comments Related to Accessory Dwelling Units in Single Family Neighborhoods Draft EIS  
**Date:** Thursday, May 24, 2018 8:51:58 AM

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Please circulate the following comments to the City's SEPA Responsible Official, and Seattle City Council for their consideration related to the Accessory Dwelling Unit Proposal and pending DEIS:

1

*Reducing the lot size and adding more density for single family residential parcels that abut, or are served by Metro buses, is a common sense solution to address the need for affordable housing in Seattle.*

*We live on a very busy/noisy arterial (West Barrett Street) just a mere block and a half from an existing Metro bus stop on 34<sup>th</sup> Avenue West. Our property is within easy 5-10 minute walking distance to playgrounds and neighborhood stores in Magnolia.*

*Our lot is larger than 7,200 square feet and could be easily subdivided to provide a total of six (6) dwelling units instead of our lone single-family residence. In effect, we have underutilized property like so many others in Seattle, and redeveloping our property into compact residences would help address the housing shortage in Seattle and the need for affordable housing using existing walkable transportation facilities.*

2

*We know of young families, grocery store clerks, lab techs, school teachers, and police officers who live in the Magnolia neighborhood that are leaving Seattle because they cannot find affordable housing alternatives.*

*While the proposal alone will not be a permanent solution to the affordable housing problem, we believe that at the very least, the City Council should adopt some form of a **City-wide zoning overlay** for single-family residences abutting or within a 2 block walking distance from arterials with existing Metro Bus service that: **reduces lot size to 3,600 square feet; and allows up to two attached or detached accessory dwelling units.***

*By making the proposal a City-wide zoning policy, any complaints about added density would be equitably shared by all residential neighborhoods in the City.*

Sincerely,

Bill H. Williamson  
2856 36<sup>th</sup> Avenue West  
Seattle, WA 98199  
(206) 281-8909

**From:** [Jerry Woods](#)  
**To:** [ADUEIS](#)  
**Subject:** Upzoning to 3 families  
**Date:** Sunday, May 13, 2018 8:58:41 PM

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The proposed upZoning is a terrible idea. Stacking people on top of people does nothing but create tension, unrest and inequality. In case you haven't noticed we have a cost of living issue, a serious drug issue, a climate of accommodating unacceptable behavior and a serious traffic issue and an inadequate public transportation system. So, what should be do? Pack more people into the city??

1

# **APPENDIX E**

## **Draft EIS Comments Received at the Public Hearing**

This appendix includes public comments submitted verbally and in writing at the Draft EIS public hearing held on May 31, 2018. Responses to these comments are provided in Section 5.6.

## Public Comment Hearing

### Accessory Dwelling Units Draft Environmental Impact Statement

**May 31, 2018**



**206.287.9066 | 800.846.6989**

1325 Fourth Avenue, Suite 1840, Seattle, Washington 98101

[www.buellrealtime.com](http://www.buellrealtime.com)

email: [info@buellrealtime.com](mailto:info@buellrealtime.com)



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ACCESSORY DWELLING UNITS  
DRAFT ENVIRONMENTAL IMPACT STATEMENT  
PUBLIC COMMENT

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Taken at City Hall, 600 Fourth Avenue  
Seattle, Washington  
May 31, 2018  
6:30 p.m.

REPORTED BY: Nancy M. Kottenstette, RPR, CCR 3377

1                   ALY PENNUCCI: Good evening, everyone.  
2   We're going to get the public hearing started if you  
3   haven't already taken a seat. I'm Aly Pennucci with  
4   the city council central staff. I'm one of the  
5   co-managers for the EIS. And I'm joined by my  
6   co-project manager as well Nick Welch from the Office  
7   of Planning and Community Development and Andrea  
8   Petzel from our consultant team.

9                   We wanted to thank all of you for coming out  
10   tonight to provide comments on the draft EIS. I thank  
11   my colleagues from the Department of Neighborhoods,  
12   from the Office of Planning and Community Development,  
13   and Central staff to help make this meeting happen.  
14   So thank you guys for coming.

15                  With that, I will turn it over to Andrea who  
16   will go over some logistics, and then we'll get  
17   started with the hearing.

18                  ANDREA PETZEL: Thank you. So as Aly  
19   mentioned, this is the formal public hearing for the  
20   accessory dwelling units EIS. We will not be taking  
21   any questions and answers. This is a time for you to  
22   provide some feedback.

23                  The hearing is being transcribed by our court  
24   reporter, Nancy. So please speak clearly, and she may  
25   ask you to repeat yourself. Speakers are limited to

Public Comment Hearing - 5/31/2018

Page 3

1 two minutes of public comment, and if you exceed that  
2 time, we will cut off the mic and ask you to provide  
3 your comments in written form. You can do that either  
4 here in our comment forms which you can pick up  
5 outside or leave it on our computer or type at your  
6 own leisure at home.

7 Like I said, speakers are limited to two  
8 minutes. If you are representing an organization, you  
9 have five minutes, and that has been noted who those  
10 people are and we will identify those if they're  
11 groups, representing groups.

12 As a reminder, public comment will be accepted  
13 until June 25, and all comments carry equal weight.  
14 If you decide you do not want to testify, you are more  
15 than welcome to leave your comments in writing or  
16 submit them online to Aly.

17 We will proceed in the order in which you  
18 signed up, and everybody should have received a  
19 numbered card. Disregard the "a" on that. We'll just  
20 simply be going by the numbers. We will have you  
21 queue up right here, so I think at this time, if you  
22 are one through four, would you please just queue up.

23 You will see the timer right here in front of  
24 you on this desk. Green -- Aly will turn it green  
25 when we're ready to start the comment period. Yellow

1 will flash when you have 30 seconds left. Red will be  
2 when we ask you to provide your comments in writing.

3 So with that, we will open the public hearing  
4 and accept comments to the Accessory Dwelling Unit  
5 Environmental Impact Statement. We ask that all  
6 speakers begin by identifying themselves clearly and  
7 limit yourself to two minutes. And your little  
8 number, you can leave it right in the box at the foot  
9 of the microphone. Speakers one through four, if you  
10 could please queue up, that would be great.

11 SHAWN HOSFORD: My name is Shawn  
12 Hosford, and I live in Broadview. I've lived there  
13 for 27 years. I'm a third generation Seattle native,  
14 and I want to provide affordable housing to others in  
15 the community. We have a 1,000-square-foot lot that  
16 we live on. Our house is a 1930s small house space,  
17 so it doesn't cover much space. And we did a similar  
18 size garage. The garage is 800 square feet.

19 We live in a neighborhood that has underground  
20 springs. Broadview is crazy with underground springs,  
21 and, therefore, there's water issues at the bottom of  
22 the hill. And, oftentimes, the building department  
23 doesn't talk to the water department, and so they  
24 don't know that those things are connected  
25 necessarily.

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Page 5

1           So we could build another unit on our lot  
2   besides our garage and our house, but then the  
3   neighbors down the hill would have water problems.  
4   They would have sewage coming down. The more you  
5   cover the land, the harder it is on the downhill  
6   neighbors. So we're not going to do that.

7           As you can see by the pictures I provided, we  
8   spent a lot of time designing the garage to be the  
9   style of the house. To add the 800 square feet above  
10   the garage, we would not have to raise the roof at  
11   all. Due to the rules, we can't do it so far.

12           I'm hoping that you all will look at your  
13   rules and make it more of a menu style. If there's  
14   14 rules, maybe there could be ten rules that you have  
15   to adhere to because all neighborhoods are all  
16   different. If you treat them all the same -- they're  
17   not all the same. Queen Anne is different than  
18   Broadview that's different than Wallingford. I'd just  
19   like to suggest a menu option.

20           And then in closing, I want to thank you for  
21   your time and your consideration and the fact that  
22   you're even doing ADUs in a different way. I've been  
23   struggling with this for about ten years now, so thank  
24   you.

25                           ANDREA PETZEL: Thank you.

1 Speaker 2.

2 EMILY JOHNSTON: Hi. My name is Emily  
3 Johnston, and I'm a representative of 350 Seattle.  
4 We're a climate group, and so I look at housing very  
5 specifically through a climate lens.

6 And the two are very distinctly connected.  
7 Housing is a moral crisis in Seattle, but it is also a  
8 climate crisis. Since the end of the financial  
9 downturn, we've added more than 100,000 jobs here and  
10 only 32,000 housing units.

11 What that means is we're pushing people out of  
12 the city, people who prefer to live in the city, and  
13 that also means that their carbon footprints are  
14 doubled essentially. Because people who live in and  
15 walk in their neighborhoods have half the average  
16 carbon footprint.

17 So everything I'm about to say speaks to the  
18 fact that we need to build lots more housing, and we  
19 need to do it soon. So the first thing I would ask is  
20 that you actually go with an option for three ADUs.  
21 Somebody could have two attached and one detached, and  
22 one of the things that we should be encouraging is  
23 internal conversions for empty nesters, for example,  
24 who don't need 2,500 square feet anymore, can have two  
25 interior flats and have -- you know, and then have one

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1 other unit for themselves.

2           Additionally, we should definitely have no  
3 parking requirements. Every time we choose privileged  
4 parking over housing, people lose out, and we also  
5 should have no owner occupancy requirements. If we  
6 don't require ownerships in single-family housing, why  
7 would we require it in the rental that's attached to  
8 the single-family housing?

2

9           We also need to waive development charges for  
10 low-income homeowners so that they can stay in their  
11 homes and afford to do that and also build additional  
12 homes that will help them stay in their homes. And we  
13 also need to waive development charges for people who  
14 are building properly.

3

15           A lot of these buildings will last for up to  
16 100 years, and what that means is we need to be  
17 encouraging green building centers like the living  
18 building standard, like green roofs, etc., and  
19 offering people more incentives in order to build  
20 properly so we have a community friendly city. Thank  
21 you.

4

22                           ANDREA PETZEL: Speaker No. 3.

23           And speakers five, six, and seven, please line  
24 up.

25                           ANGELA COMPTON: Thank you so much for

1 this opportunity to give comments to the update to the  
2 ADU/DADU legislation. My name is Angela Compton. I'm  
3 here on behalf of Futurewise. We're a statewide  
4 organization that works on preserving our green space  
5 and farmland by curbing sprawl and the inner cities  
6 livable for everyone.

7 I'm here today to give support for the  
8 proposed updates that will make it easier for  
9 construction of backyard cottages and basement homes.  
10 As any of my Seattle neighbors know, we do not have  
11 enough homes for all of our neighbors, and the fact  
12 that we don't have enough homes is one of the biggest  
13 causes of homelessness and displacement.

14 But we all want our neighbors to have safe,  
15 affordable homes; right? So then we must ask the  
16 question: Why are the City of Seattle's laws around  
17 housing so restrictive? Are we afraid of creating too  
18 many homes for people to actually live in?

19 This cannot be the case for a world-class city  
20 like Seattle. Please make it easier to build homes  
21 for my neighbors who desperately need them. The  
22 addition of more backyard cottages and basement  
23 apartments to Seattle's neighborhoods will do nothing  
24 but improve the liveability of these neighborhoods.

25 These types of accessory dwelling units are

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1 the perfect homes for peoples transitioning,  
2 downsizing, or just starting out. With our lack of  
3 affordable land to build homes, these legislative  
4 changes need to happen. Let alone, the proposed  
5 changes are not enough.

6 We urge you to continue pushing for innovative  
7 solutions from the housing corridor and liveability  
8 agenda. We not only need more homes, but we need to  
9 make sure that some of those homes are reserved for  
10 our low-income neighbors. And as we continue to grow,  
11 the city is working to provide additional support and  
12 resources for our communities at risk of displacement.

13 One additional support that we would really  
14 like to see in the update to the ADU/DADU policies is  
15 the addition of a preapproved design catalog for  
16 property owners to select from. The creation of this  
17 sort of catalog would significantly cut down on the  
18 time and cost of building an accessory dwelling home.

19 Seattle does not want to be a city that's seen  
20 as afraid of building too many homes. We should be a  
21 city that says we know that people are happier when  
22 they are able to live close to jobs, schools, and  
23 other amenities, and we are prepared to build the  
24 kinds of homes that it dictates next to a liveable and  
25 affordable future. Thank you.

1                   ANDREA PETZEL: Thank you.

2                   PATIENCE MALOBA: Good evening. My  
3 name is Patience Maloba, and I am here on behalf of  
4 Seattle for Everyone. We appreciate this opportunity  
5 to participate in testimony, and we appreciate the  
6 analysis and information provided in the EIS.

7                   I just wanted to begin by saying that we  
8 support the effort made by these updates in the EIS to  
9 ensure that we are reducing existing barriers to the  
10 production of accessory dwelling units.

11                  We all know the requirements have restricted  
12 the opportunity for homeowners to actually be able to  
13 produce new housing types, and we want to ensure that  
14 they are part of the housing solution as well by being  
15 able to produce new housing types. Allowing  
16 (inaudible) will enable production of more backyard  
17 cottages and modern in-home units, which can mean more  
18 affordable units and more affordable homes across the  
19 city in all parts of the city.

20                  But alone these changes are not enough; right?  
21 One additional resource that we would like to see  
22 alongside the updates is the creation of new ways for  
23 moderate-income households to be able to actually  
24 apply for city-sponsored grants that enable them to  
25 financially convert their basements into apartments

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1 leading to more people being able to actually stay in  
2 place within their neighborhoods and not be pushed out  
3 of their neighborhoods. And in that way, we're  
4 creating a more stable community.

5 We look forward to working with the city as we  
6 ensure implementation of more accommodations and also  
7 as we find ways to create programs that will allow and  
8 ensure low-income populations and communities of color  
9 to have access and retain access to those new housing  
10 types. Thank you.

11 ANDREA PETZEL: Thank you.

12 THE WITNESS: Hi. My name is Laura Loe  
13 Bernstein, and I'm a renter in the U-District. And I  
14 live in the basement of a house. I would love it to  
15 have a kitchen. I'm an organizer, a volunteer with  
16 the all-volunteer group called MOAR, M-O-A-R. And we  
17 started when the scoping came out for the EIS and  
18 decided to do a petition and got 500 folks to sign on  
19 in two weeks to this idea of not just an  
20 Alternative 2, not just an Alternative 3, but looking  
21 beyond cottages to other housing types that would fit  
22 in the single-family envelope.

23 And so that petition is online. I really  
24 encourage everyone to look at it, and it's tied to an  
25 article that the person's name Matt wrote about

1 10 different ways to look beyond cottages. The EIS  
2 that came out after the scoping speaks to that. It  
3 speaks to the historical legacy of our single-family  
4 homes, who's been able to afford one, who's been  
5 priced out of certain neighborhoods, who's been  
6 limited from home ownership through redlining, through  
7 racial covenants, and how all of that plays into  
8 backyard cottages.

9 The document is incredibly educational. I was  
10 a middle school math and science teacher. The EIS is  
11 something that can serve us, not just for cottages,  
12 but in our wider housing discussions, especially  
13 around some of the misconceptions that people have  
14 around teardowns. The study actually showed that this  
15 will help prevent some of the teardowns in our city.  
16 And there's other kind of myths that are dispelled by  
17 this document that are really important.

18 So MOAR represents 500 folks that signed the  
19 petition as well as about 50, 60 people that meet  
20 regularly and 300 folks that meet online to discuss  
21 things like private financing for backyard cottages,  
22 and we encourage everyone to join us and please  
23 request the most far-reaching, beyond-cottages policy  
24 that we can have.

25 ANDREA PETZEL: Thank you.

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1 Speaker 6, you are representing an  
2 organization. You have five minutes.

3 And can I have a group -- Group 8, 9, and 10  
4 can line up as well, please.

5 CALVIN JONES: Hi. My name is Calvin  
6 Jones. I'm here with members of Seattle Tech 4  
7 Housing, and I'm also a renter in Madison Valley. I'm  
8 a big fan of the proposed changes to the ADUs.  
9 Madison Valley is a high-opportunity neighborhood, and  
10 every ADU that we build in my neighborhood means that  
11 someone else has access to the amazing parks, the  
12 frequent transit, the access to groceries, and the  
13 great schools that my neighborhood has to offer.

14 And I think this is a really great opportunity  
15 that we, as a city, should take. I'd love to see the  
16 city do more. I think that ADUs provide us some  
17 creative ways to affect issues like displacement in  
18 the city.

19 One potential option could be providing a  
20 public subsidy to low-income homeowners in  
21 high-expensive neighborhoods. So the rental income  
22 from the ADU could help them afford to live in the  
23 neighborhood, and maybe even in the ADU, they would  
24 welcome back a formerly displaced neighbor. Thank  
25 you.

1

2

1                   RACHAEL LUDWICK: Hi. My name is  
2 Rachael Ludwick, and I live in North Beacon Hill. I'm  
3 also here for Seattle Tech 4 Housing. I actually --  
4 my family actually built a backyard cottage a few  
5 years ago under the city rules. And it actually had a  
6 house there that had been built decades ago that would  
7 not be usable. You couldn't build where it is now the  
8 way it is. And it was before you could do that,  
9 before the rules were in place.

10                  And it was actually really hard to build in  
11 that new process, and the new rules would have made it  
12 easier and cheaper and less complicated. But it is  
13 built now, and the thing that is really great is my  
14 mother moved in six months ago. And I have a  
15 four-year-old daughter, so that's her granddaughter.  
16 So she lives with us. She is at retirement age now,  
17 not in the best of health, and her living there is one  
18 of the best things our family has done.

19                  And she's going to get to see her  
20 granddaughter, and my daughter is going to see her  
21 grandmother growing up. I think that should be easier  
22 for everyone. That's why I'm asking the city council  
23 to move forward on these changes and remove as many  
24 barriers as possible that might stop a family from  
25 building this so that they can have their family and

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1 multigenerational family and still stay in Seattle.

2 We should allow use of the lot. We should  
3 definitely not care about which kind depending on what  
4 families can do. They may want to build two detached  
5 ones and two little apartments. It shouldn't matter  
6 what kind it is. If we can build more, we should  
7 build more. We should allow the greater square foot.  
8 If you're building it as rental income so your family  
9 can stay in Seattle, we might need that extra space.

1

10 We should allow the greater height limits,  
11 2 feet greater height limits. We should especially  
12 encourage people that do green building. Our roof, we  
13 couldn't have a roof deck with a green roof on it  
14 under the current rules just because the zoning, and  
15 that seems silly given the issues of climate change.

2

16 We definitely shouldn't be requiring parking  
17 or owner occupancy because that would limit the  
18 ability to actually build more units and actually have  
19 the flexibility. To require parking, you might not  
20 have the space to have grandma in your backyard.  
21 Every restriction that might stop a family from  
22 building is stopping a family from living their life  
23 in a way that supports them and keeps them in the  
24 city.

3

25 It also might force them into a situation

1 where they have greater environmental impacts and, you  
2 know, contribute to climate change more. We should do  
3 the most that we can. Thank you.

4 ERIC: Hi there. My name is Eric  
5 (inaudible). I work in tech. I'm in favor of  
6 housing. So, yeah, I moved to Seattle about ten years  
7 ago. We bought our house last year. It's a great  
8 place. It could definitely accommodate a backyard  
9 cottage. It's on a corner lot, so it would have its  
10 own -- the backyard cottage would have its own street  
11 frontage. It would be this nice little house along  
12 the street that's like every other house, but the  
13 problem is that our lot is a whole 80 square feet  
14 smaller than the requirement.

15 So these changes would enable us to build that  
16 where it is not currently allowed, and I think this  
17 would be great. I've seen so many friends my age who  
18 are not fortunate to work in the tech industry.  
19 They've been forced farther and farther out from the  
20 city center because we don't have enough houses. We  
21 need more houses. Let me put one in my backyard.  
22 Thank you.

23 ZACH LUBARSKY: My name is Zach  
24 Lubarsky. I'm also part of Seattle Tech 4 Housing.  
25 Thank you so much for doing the EIS.

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1 I think what needs to go through to the final  
2 EIS is a combination of Alternatives 2 and 3.  
3 Having -- allowing three ADUs on a single lot is the  
4 most important thing. Also try not to -- try not to  
5 have MHA applied to the third ADU because that's going  
6 to make it pretty financially unviable, and  
7 alternatives to height limits is not super great.

1

8 ELAINE IKE: Thank you for letting me  
9 speak. My name is Elaine Ike. I represent myself and  
10 Seattle Green Spaces Coalition.

11 Currently, one thing that certainly is not  
12 apparent in any of the planning here tonight is that  
13 63 percent of the urban tree canopy exists on private  
14 lots, and, currently, the City of Seattle and Rob  
15 Johnson is pushing for a more robust trees ordinance.  
16 That has not been reflected in the planning as well.

17 I believe that the proposal to have accessory  
18 dwelling units is a good one but not if it displaces  
19 trees. We need the environmental positive things that  
20 trees can give to the community, namely, the air, the  
21 air we breath, and filtering the water.

1

22 The present tree canopy is deficient. And my  
23 question is: Will the planning here make it further  
24 deficient already? We see multiple mature trees being  
25 removed from neighborhoods, and I don't think that

1 Seattle can remain livable if we cut down more and  
2 more trees. It's just a fact. The heat effect is  
3 with us. May was the hottest month of May on record  
4 in the history of Seattle, and we need those trees to  
5 do the services that it gives to us. Thank you.

1

6 ANDREA PETZEL: Thank you for your  
7 comment.

8 Speaker 8. Please remember to speak right  
9 into the microphone too.

10 MARTIN KAPLAN: Good evening. Thanks  
11 for the opportunity to speak tonight. My name is  
12 Martin Kaplan, an architect, and I represent the Queen  
13 Anne Community Council and the Land Use Committee.

14 And we'd like to -- we're going to submit a  
15 comprehensive comment on the adequacy of the EIS, and  
16 that would be forthcoming before June 25. Tonight I  
17 want to drill down just on one element of the proposal  
18 that we feel very strongly deserves, you know, a lot  
19 more work.

20 The SEPA test for EIS adequacy states: The  
21 environmental effects of the proposed action and  
22 reasonable alternatives must be sufficiently disclosed  
23 and discussed and substituted by supportive opinion  
24 and data.

1

25 What's left out in the EIS and has been left

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1 out for a couple years is this notion that we have  
2 over 38 distinct neighborhoods in the city of Seattle.  
3 We used to rely on neighborhood plans, neighborhood  
4 planning, and involved neighborhoods in the  
5 conversation to have some impact over their own  
6 destiny.

7 What's happened is those neighborhood plans  
8 have been genocide, and what we have now is a top-down  
9 approach from city hall looks at the city as being  
10 flat, looks at the city as being homogeneous, looks at  
11 the city as all having the same size lots, same size  
12 character, the same size street issues.

13 And we feel strongly that this proposal could  
14 benefit strongly by looking at each neighborhood in a  
15 more nuanced way, taking into consideration the unique  
16 qualities and character behind each individual  
17 neighborhood. And we'll be commenting further. Thank  
18 you.

19 ANDREA PETZEL: Thank you for your  
20 comments.

21 Speaker 9. And could I have 11 and 12 please  
22 queue up.

23 ZACH SHANER: Thank you. My name is  
24 Zach, and I'm a renter in Beacon Hill. When the EIS  
25 process started a couple years ago, the median Seattle

1 home was worth \$594,000. In the two years it's taken  
2 to get to the draft EIS, the median value is 725,000.  
3 I say this just to say this political process is not  
4 morally neutral. While we've talked studies, owning a  
5 home has gotten \$131,000 harder, and time is of the  
6 essence.

7 In the meantime, my family has given up on  
8 owning a home in the next few years. Instead, we've  
9 been looking at paying for our close friends to build  
10 a second story on their home as an ADU. They're both  
11 teachers, and they recently inherited some money to  
12 buy one of those gorgeous, classic, small north  
13 Seattle homes.

14 As anybody knows and it's completely  
15 unsurprising, they want to share (inaudible), and they  
16 want to build both an ADU and DADU on their lot. For  
17 one-third of the price of buying a 725 median home, my  
18 wife and I could have permanent residency. But under  
19 the current law, what we want to do is illegal.

20 Despite being two blocks from the highest  
21 selection of bus lines in the city and being just one  
22 mile from Northgate station, their home is just one  
23 block outside the urban village, and that's  
24 single-family.

25 Despite having four parking spaces in front of

1

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1 their sidewalk of this north Seattle home, current law  
2 requires off-street parking that would make the DADU  
3 portion feasible. Alternative 2 of the EIS would fix  
4 that.

5 At 3,800 square feet, the lot is 200 square  
6 feet too small to allow ADUs. Alternative 2 would fix  
7 that. Even if the units were legal under current law,  
8 if they were to move and want to rent out their  
9 spaces, we would be functionally evicted because of  
10 the owner occupancy requirement. Alternative 2 would  
11 fix that as well.

12 I really dream of the day that we have painted  
13 a process to stop housing rather than to permit it,  
14 but in the meantime, this is a small step in the right  
15 direction and that's due to Alternative 2. Thank you.

16 ANDREA PETZEL: Thank you.

17 ALICE LOCKHART: My name is Alice  
18 Lockhart. I live in Licton Springs. We may all be  
19 feeling a bit demoralized after the head tax spike,  
20 but we know the fight for affordable housing in  
21 Seattle is one that we cannot afford to lose.

22 We all need the opportunity to be safely  
23 housed with big city and small carbon footprint lives.  
24 The ADU final EIS is an opportunity to get a bit  
25 secure in city housing without displacement and

1 without taxpayer funding, and even cooler, the draft  
2 EIS found no significant impact from any of the  
3 elements of any of the alternatives signifying that we  
4 can likely do more and in the final preferred  
5 alternative.

6 In the final EIS, we absolutely need to  
7 consider climate and climate impact of low- versus  
8 high-carbon existence, here versus sprawl, in  
9 determining what is the right thing to do. You know,  
10 obviously, from a purely objective standpoint, it  
11 needs to trump just about every, except for equity  
12 consideration, consideration that we're considering.

13 I wrote a lot of script there, but I feel  
14 strongly. And as such, I urge you to adopt in the  
15 preferred alternative no parking requirements, no MHA  
16 requirements, no owner occupancy requirement, and no  
17 other new requirements that are likely to reduce the  
18 number of people who will consider building a backyard  
19 cottage or converting part of their existing home into  
20 additional housing.

21 And, last, but not least, I would implore the  
22 council to do all it can to help folks with limited  
23 means to create backyard cottages and mother-in-law  
24 apartments by streamlining processes, providing  
25 financing, and providing incentives for both

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1 low-income folks and for green building. Thank you.

2 ANDREA PETZEL: Thank you.

3 Sam, could I have the last two sign-in sheets?

4 Thanks.

5 Eleven. And could please 13 and 14 queue up.

6 SHERI NEWBOLD: Hello. Thank you for  
7 performing the draft EIS and also giving me the  
8 opportunity to give some feedback today. My name is  
9 Sheri Newbold, and I'm an architect in Seattle. And  
10 I've designed over 20 DADUs and ADUs, and I have one  
11 in my house in Greenwood.

12 We need more flexibility in the land use code.  
13 I know firsthand that more flexibility will allow us  
14 to create more dwellings. I support Alternative 2,  
15 all of those changes in it. It will give us much more  
16 needed flexibility and allow more housing to be  
17 created.

18 On a personal note, I also support  
19 Alternative 2 since I own a small 700 square foot  
20 rental house in Seattle on a 8,800 square foot lot.  
21 There's plenty of space and it's flat. I would like  
22 to keep it as a rental, turn it into a DADU, construct  
23 a new house with an ADU on the property, and rent all  
24 three of those units out, but, currently, I cannot do  
25 that and add more units to the city.

1

1           Please make these changes to the land use code  
2   so that we have more flexibility, and people can add  
3   more units. Thank you.

4           ANDREA PETZEL: Just a quick status  
5   update. We have 33 speakers, and thank you for  
6   keeping it to two minutes.

7           BRUCE NOURSSIT: My name is Bruce  
8   Nourssit. I own a small west (inaudible) attached  
9   single-family house in Seattle. It is 400 square  
10   feet. It provides a great place for my tenant who is  
11   a middle age woman, no kids, travels a lot. It's  
12   perfect for her. It's another unit. It's another  
13   place someone can live in the city and enjoy  
14   everything about it. It has a lot to offer.

15           I support more housing across the board. I  
16   support Alternative 2 because it provides the most  
17   opportunity to build houses. I think building more  
18   houses for people is more important than tree canopy,  
19   than the institutes of neighborhood councils. I think  
20   adding more people to a neighborhood doesn't take away  
21   from its character. I support more housing.

22           My only complaint about this legislation is it  
23   doesn't go far enough. We need to reevaluate the  
24   single-family zoning in the city. The single-family  
25   zoning was applied in the 1920s when what are now

1

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1 considered centrally located neighborhoods were in the  
2 middle of nowhere. We need to think much bigger than  
3 ADUs. We need to start thinking about abolishing  
4 single-family zoning and making it possible for far  
5 more people to live in Seattle. Thank you. I support  
6 Alternative 2.

1

7 ANDREA PETZEL: Thirteen. Fifteen and  
8 sixteen can line up.

9 MATT HUTCHINS: Hi. My name is Matt  
10 Hutchins, and I'm an architect and also work with MOAR  
11 as an architect and as a West Seattleite. As a  
12 Seattleite, I feel strongly that not only do we have a  
13 housing crisis -- or an equity crisis and increasingly  
14 unaffordable city, building more ADUs is going to  
15 have -- could have potentially a huge impact if we  
16 allow them to happen.

1

17 We need to take all the best of 2, Alt 2, and  
18 all the best of Alt 3 and see how much more we can do.  
19 We should at least allow two ADUs per property,  
20 whatever form they take; at least two more people per  
21 ADUs so we have 12 people per property; 200 square  
22 feet per -- in extra space in the ADU; the 2 feet  
23 height bonus because that makes construction a lot  
24 easier; and 2 feet for green roofs for passive house  
25 for different environmentally -- I should say living

1 building rather than green building systems.

2 All those things make living in an ADU and  
3 DADU better. I am firmly against too much parking,  
4 too many mansions, too many restrictions like owner  
5 occupancy. They're entirely classist. If we believe  
6 that it's okay to rent a house -- and, in fact, a  
7 quarter of Seattleites do rent a house, if we believe  
8 it's okay to live in an apartment, more than half of  
9 Seattleites rent, why should we not be able to add  
10 more house and rent both.

11 And then, finally, anything that we can do to  
12 restrict the cost of permitting across property tax;  
13 anything that we can do that's going to help lower  
14 income people who do not have the benefit of equity  
15 that's built up in this kind of crazy real estate  
16 world to purchase one of these and to build one of  
17 these and to live in one of these, I support.

18 ANDREA PETZEL: Thank you. Fourteen.

19 DON MILES: I'm Don Miles. I'm a Queen  
20 Anne resident, and I also own a rental house in West  
21 Seattle. If one looks at the EIS, it doesn't say that  
22 this is going to solve our affordable housing, and so  
23 I would suggest people look closely at what it  
24 actually says.

25 I think Alternative 1, to some degree, is

2

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1 given short shrift in the EIS, particularly in the  
2 summary sections. I think that the environmental  
3 impacts of Alternative 1 should be more thorough in  
4 nature because, of course, those -- many of those  
5 units exist now.

1

6 I also think that sloping sites in hillside  
7 neighborhoods needs to be addressed in the aesthetic  
8 section. I think skinny streets or dual streets need  
9 to be looked at in the transportation section. I  
10 think that historic preservation needs to be  
11 addressed, and it isn't currently.

2

12 In the full build-out section, the  
13 illustrations show a number of aggregate impacts of  
14 the concentration of this development in a specific  
15 neighborhood site. The EIS refers to these  
16 concentrations that could potentially be problematic  
17 or having more impacts. I think that in the full  
18 build-out scenario, you're getting something that  
19 could create a sort of alley community or backyard  
20 community, which could have security and safety issues  
21 and turns its back on the socializing effect of the  
22 urban sidewalk.

3

23 ANDREA PETZEL: Thank you. We'll have  
24 you submit the rest of your comments in writing,  
25 please.

1 Speaker 15?

2 Okay. Thank you.

3 Speaker 16?

4 JESSE SIMPSON: Hi. I'm Jesse with the  
5 Capitol Hill Renters Initiative and Mill Park  
6 Neighbors. I'd like to speak in favor of the broad  
7 proposal and specifically in favor of Alternative 2  
8 since it broadly allows the most ADUs to be built  
9 overall.

10 Seattle is in the midst of a housing  
11 affordability crisis, and we need to do anything we  
12 can to build homes in the city. We need to open up  
13 the vast areas of the city that are zoned  
14 single-family housing for people with lesser means to  
15 live in. And that means ADUs, and I think also going  
16 beyond that and abolishing single-family zoning as a  
17 whole.

18 I'd like to echo the point that we shouldn't  
19 have any parking requirements for ADUs requiring  
20 parking when putting in backyard cottages,  
21 mother-in-law apartments. Much less feasible in most  
22 development situations. We need to prioritize  
23 creating spaces for people to live over spaces to park  
24 cars.

25 Alternative 2, again, I'd like to see it

1

2

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1 implemented with some slight changes, specifically  
2 allowing more flexibility in terms of type of ADUs,  
3 not distinguishing between attached and detached ADUs.  
4 There are parts of the city with larger homes on  
5 relatively small lots that are ripe for internal  
6 conversions and other areas with small homes and large  
7 lots where you can build multiple homes with a  
8 detached building.

3

9 Making the rules as flexible as possible will  
10 help more people feasibly fill these ADUs and add to  
11 Seattle's housing stock and help more people within  
12 the city. Thanks.

13 ANDREA PETZEL: Thank you.

14 And 19 and 20 and 21 can line up.

15 JESSICA WESTGREN: Good evening and  
16 thank you for your time and attention. My name is  
17 Jessica, and I'm here from Welcoming Wallingford.  
18 Tonight I'd like to speak to you in favor of the  
19 ADU/DADU Alternative 2.

20 I'm not going to surprise anyone when I  
21 mention that we are in a housing crisis. Backyard  
22 cottages, mother-in-law cottages are the smallest,  
23 least impactful way for us as a city to house our  
24 citizens. Currently, we cannot build duplexes,  
25 triplexes, four floors, and corner stores on the

1

1 majority of our land.

2 Wallingford enjoys access to several iconic  
3 Seattle parks, transit that travels both north and  
4 south and east and west. These opportunities should  
5 be made available to more people. Backyard cottages  
6 and mother-in-law apartments allows families to stay  
7 together. A parent can house their children. Aging  
8 family members can downsize and remain in your family.  
9 These things are both important and impactful.

10 I like Alternative 2 for several reasons. Out  
11 of all the alternatives, No. 2 removes the most  
12 barriers to entry. It does the most to make building  
13 backyard cottages possible. No owner occupancy and no  
14 off-street parking required are great. It potentially  
15 reduces predevelopment costs, which is awesome.

16 I say that if our citizens want to address the  
17 housing crisis with their own hands using their own  
18 land, then let them do so. I do want to add a small  
19 bit, though. If you're going to create a whole bunch  
20 of landlords by creating a whole bunch of backyard  
21 cottages, I think it would be great if the city  
22 offered lease writing classes and legal classes so  
23 that these new landlords can feel prepared to navigate  
24 the complicated Seattle landlord-tenant laws.

25 Thanks again for your time and have a

1

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1 wonderful evening.

2 GLEN PITTENGER: My name is Glen  
3 Pittenger. I'm a third-generation Seattle resident,  
4 40-year city resident, and a 25-year homeowner in  
5 Maple Leaf, and I fully support Alternative 2 from the  
6 draft EIS because I feel it creates more housing in  
7 the city in the vast, vast single-family zones and  
8 allows us to share our land with more people.

9 It allows us to downsize a place, and I think  
10 many of us would like to know we can live on our land  
11 forever and not be priced out. Doing that may just  
12 promote more teardowns and more \$2 million mini  
13 mansions, and that doesn't do anything for anybody and  
14 nothing for our affordability. Don't allow a snobby  
15 2 percent that used to dominate our neighborhood  
16 councils to tell the rest of us how we can live on our  
17 land.

18 ANDREA PETZEL: Speaker 19 and have 20,  
19 21, 22.

20 LARRY CALI: My name is Larry Cali.  
21 I'm a 48-year resident of Queen Anne Hill, and I agree  
22 with Marty Kaplan that, yes, every neighborhood is  
23 unique. But in order to be fair and equitable for all  
24 neighborhoods that whatever alternative is adopted  
25 that it be citywide, go into effect on the same day,

1 and no exceptions. It's the only way that this  
2 proposal, whatever it might be that is adopted, would  
3 be fair and equitable to the whole city. Thank you.

4 ANDREA PETZEL: Thank you. I just want  
5 to make sure we didn't miss Speaker 19?

6 MIKE STECKLER: No, I'm good.

7 ANDY FESSEL: My name is Andy Fessel,  
8 and I'm a homeowner in Seattle. And it seems like  
9 it's Queen Anne against the rest of the city, but I'm  
10 a homeowner in Queen Anne. I say let's do a DADU in  
11 my backyard.

12 And I'm here for the future. The future I see  
13 is my daughter. She's age 31. She's a medical  
14 professional; spends from early in the morning until  
15 late in the evening helping people with rheumatism up  
16 on Pill Hill. And she called my wife and said, "I  
17 need you, Mom and Dad, to help me with this family  
18 stuff."

19 And my wife got my grandkids, and so we looked  
20 all around for solutions. How can we make this work  
21 in the city in terms of commuting and where they might  
22 live, etc. As we looked around at different homes and  
23 found a cottage, a DADU, in the alley and said what a  
24 wonderful idea. I'd be more than willing to walk  
25 across the backyard to take care of grandkids.

1

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1           So I tell my daughter that DADU stands for dad  
2     and you. And so I hope -- we're in great support, my  
3     wife and I, for Option 2. We want to confirm that our  
4     daughter and my son-in-law wouldn't live in the city  
5     if we didn't have a DADU option. They would be  
6     commuting in from the east side. You lose that youth  
7     that the city is all about.

8           We have a next-door house to us that has been  
9     sold twice in recent months all by dot-com  
10    millionaires. Since they have a kid, they move out to  
11    Issaquah and on to the next dot-com millionaire.  
12    That's not the future of the city. The future of the  
13    city is young people living here, growing, and going  
14    to the schools.

15           I take the bus to Seattle Community College.  
16    I want to get back into the high-tech sector. My wife  
17    does volunteer work. We're the future, but we want to  
18    age in place, so we need more storage. We need a  
19    garage. We want to be able to take the funds out of  
20    our house when we move on, so we need to allow our  
21    daughter to buy from us and rent it to someone else.  
22    So we should consider those changes, and they can be  
23    for dad and all the kids. Thank you.

24                   ANDREA PETZEL: Thank you.

25           Let's have 24, 25, 26 line up as well.

1 KRIS ILGENFUTZ: I'm Kris Ilgenfutz,  
2 and I'm from the Fauntleroy neighborhood. And I'm  
3 following up on a letter that was sent from the  
4 Fauntleroy Community Association in November 2017  
5 expressing our requests for the city to consider as  
6 they look at ADUs and DADUs.

7 And one of the things that I would like to  
8 strongly urge is that an owner must be present in one  
9 of the units for at least six months of the year, and  
10 I would like you to request -- I would like to request  
11 that parking be required for each unit built. The  
12 Fauntleroy Community Association and our neighborhood  
13 will be following up with comments towards the end of  
14 June. Thank you very much.

15 ANDREA PETZEL: Thank you.  
16 Twenty-three.

17 PAUL CHAPMAN: Hi. I'm Paul Chapman.  
18 I'm from Welcoming Wallingford. Thank you all for the  
19 work that you put into pulling together this EIS and  
20 running this meeting for us.

21 We need this change. For over the last  
22 100 years or so, we have incrementally restricted  
23 housing on the 80 percent of the residential land in  
24 Seattle. And, unfortunately, my neighborhood,  
25 Wallingford, has for decades been at the forefront of

1 excluding the housing we need to address our growing  
2 population.

3 Do not let obstructionist homeowners block  
4 much needed housing in our city. It will increase the  
5 number of affordable units and give homeowners options  
6 to generate income and age in place. Do not let  
7 concerns over canopy displace people in favor of  
8 trees.

9 Unfortunately, however, this proposal doesn't  
10 go far enough. We don't need 3,300 units. We need  
11 33,000. I strongly encourage you to implement these  
12 changes and to streamline permitting issues that make  
13 it harder for owners to build these units. I  
14 encourage to you to provide incentives to entice  
15 owners to build. Thank you very much.

16 ANDREA PETZEL: Thank you.  
17 Twenty-four.

18 KAREN DeLUCAS: Hi. My name is Karen  
19 DeLucas. I am an architect as well as a homeowner in  
20 Madison Valley. My husband and I were fortunate  
21 enough to go to our own new house. The last few years  
22 we had an attached ADU inside of that.

23 I'm here today to support many of the changes  
24 that the EIS has been looking at, including allowing  
25 two ADUs on a lot, increasing the size of a DADU,

1 allowing for ADUs on smaller lots, removing -- removal  
2 of the parking requirement as well as the removal of  
3 the owner occupancy.

4 One of the other bigger barriers to building  
5 more ADUs I see is financing. Construction costs are  
6 soaring in Seattle, and trying to get financing to  
7 build DADUs or ADUs traditional ways is actually  
8 rather difficult. So I would encourage the city to  
9 look at creative ways of financing them.

10 ANDREA PETZEL: Twenty-five?  
11 Twenty-six.

12 BEN WADSNEED: Twenty-six. My name is  
13 Ben Wadsned. I've lived in Seattle for about 25  
14 years, and I'm lucky at this point to own four houses,  
15 two of them with my brother. Three of these are  
16 rentals, and the fourth I live in with a DADU over the  
17 garage.

18 I should have brought my reading glasses. My  
19 comments tonight are focused on the owner occupancy  
20 requirement because we want to have dwelling units on  
21 two of these properties. But I want to tell you about  
22 two of these houses as well as a third house that I  
23 don't own.

24 House No. 1 is the house my brother lived in  
25 for six years before leaving Seattle for a job. It's

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1 a four-bedroom house with two rooms on the main floor  
2 and two in a daylight basement. We lived in it. We  
3 lived upstairs and rented downstairs out to several  
4 different single people for six years.

5 Sometimes he had a roommate, but it was  
6 usually just him. So three people and never more than  
7 three cars. Today we can don't that. For whatever  
8 reason, we rented it out probably three times over the  
9 last ten years and had very few families interested  
10 and had none interested enough to rent it. We ended  
11 up renting it to four roommates. That means four  
12 roommates and today four cars. You get my point.  
13 ADU/no ADU, it doesn't really matter.

14 The other house I want to tell you about is a  
15 1,000 square foot house on a 9,000 square foot lot on  
16 a back alley. The backyard is virtually empty with  
17 the exception of a garage that gets very little use  
18 because there's ample parking in front and has access  
19 to the front of the house a lot easier.

20 I'm really eager to build a backyard cottage  
21 in the backyard of this house and add another  
22 dwelling, but I can't do that because I don't live on  
23 the property. That's one less home in a desirable but  
24 not especially expensive neighborhood. I'm not  
25 looking to sell the property, but as the EIS made

1

1 clear, the smartest thing I could do from a financial  
2 standpoint would be to tear the house down and build a  
3 big new house and sell it. I don't want to do that.

4 The last house I want to tell you about I  
5 don't own. It's down the street from where I live.  
6 It was, up until 2015, a small post-war shoebox that  
7 sold for 400,000 in 2015. It's now a 3,800-foot  
8 McMansion that sold in July of last year for  
9 1.6 million.

10 ANDREA PETZEL: Thank you. Please  
11 submit the rest of your comments in writing.

12 BEN WADSNEED: So bottom line, I urge  
13 you to -- I urge you strongly to adopt Alternative 2  
14 and make this as easy as possible for homeowners and  
15 landowners --

16 ANDREA PETZEL: Thank you.

17 BEN WADSNEED: -- to add additional  
18 properties. Thanks.

19 ANDREA PETZEL: Thank you. Could 28,  
20 29, and 30 come on down.

21 MARIE KAHN: Hello. I'm Marie Kahn.  
22 I've lived in Seattle for about 40 years. Whether you  
23 like it or not, our city is growing, and some people  
24 want to put their head in the sand and ignore the  
25 growth and try and limit the amount of density that

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1 we're creating. The reality of that is you're just  
2 going to push it into large apartment buildings or  
3 people commuting from out of the city into the city.

1

4 So I think that we need to get more density,  
5 whether we like it or not, to maintain housing. New  
6 development is very costly, so if we don't allow  
7 integration in the neighborhoods like DADUs and ADUs,  
8 you're going to get larger buildings, and you're going  
9 to get more dense buildings that are expensive and, by  
10 their nature, are not very affordable.

11 You don't get developers buildings large  
12 apartment buildings in a dense area and building cheap  
13 apartments. It just doesn't happen very often. The  
14 DADUs and ADUs are, by their nature, lower cost  
15 housing than a lot of the new big buildings. They  
16 don't have parking garages. They don't have a lot of  
17 the systems that bigger buildings have.

18 ADUs and DADUs are not really bastions of  
19 large developers. You're not going to find developers  
20 coming into neighborhoods building duplexes and  
21 triplexes and destroying the nature of our  
22 neighborhoods. Big developers come in, they mow down  
23 houses, and they build a McMansion because that's  
24 where they make their most money.

25 So I don't think that this is a risk of

1 changing the character of our neighborhoods by having  
2 large developers coming in and spoiling the character  
3 of the neighborhoods. The DADUs and ADUs are going to  
4 be the bastion of mom-and-pop landlords and small  
5 family landlords, and I think that creates a more  
6 intimate landlord-tenant relationship. And it's a  
7 better landlord-tenant relationship to maintain the  
8 character of our city.

9 I think that allowing DADUs and ADUs gives  
10 people more options to live in home. If you have  
11 someone waving a \$1.2 million check in your face and  
12 you're on a limited budget and you have the option of  
13 having a DADU in your backyard and maintaining your  
14 home, I think that gives people better option than  
15 selling out and having their home leveled and a large  
16 McMansion built in its place.

17 ANDREA PETZEL: Thank you.

18 MARIE KAHN: In short, I think this is  
19 a low-impact way of integrating more people into our  
20 city and not creating larger buildings in dense areas.

21 ANDREA PETZEL: Thank you.

22 THE WITNESS: We'll have Speaker 28.

23 DAVID MOEHRUNG: My name is David  
24 Moehring. I'm with the Magnolia Community Council,  
25 and I just handed to you a petition signed by

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1 87 people in the city of Seattle looking for an  
2 additional alternative above and beyond what has been  
3 presented.

4 DADUs are a good idea, but so is open space  
5 and so is trees. We can have both. We don't have one  
6 or the other. However, if you look at what's in the  
7 study, it's not shown on any of these boards is that  
8 there's basically no more trees left on these private  
9 properties except for the right-of-way. And  
10 two-thirds of Seattle's trees are on single-family  
11 lots.

12 So two ADUs in the backyard, guess what, where  
13 do the trees go? And it does impact our environment.  
14 LiDAR did a study for Seattle in 2016, as you know,  
15 and they show correlation directly where there's trees  
16 versus where there is local heat. Where there is no  
17 trees, we have local heat increase -- temperature  
18 increase, more air-conditioning. And all of our  
19 efforts to try to get a better environment for the  
20 city of Seattle and state of Washington actually goes  
21 the opposite direction. I encourage you to look at  
22 those LiDAR studies as well.

23 The density at two units on a 3,200 square  
24 foot lot is too dense. It is more dense than the LR-1  
25 comp house that I live in, in east side of Magnolia.

1

1 So I would encourage a wiser way -- and the petition  
2 actually encourages a way -- how to get to two units  
3 without decreasing the open space.

4 We also want to maintain public ownership of  
5 our -- I mean not public. I'm sorry. Private  
6 ownership rather than having people who don't  
7 necessarily live in Seattle, such as happened in  
8 Vancouver, B.C. and other places, but they rent the  
9 land.

10 ANDREA PETZEL: Thank you.  
11 Twenty-nine.

12 GREGORY SCRUGGS: Good evening. My  
13 name is Gregory Scruggs, and I'm just speaking on my  
14 own behalf. I'm a resident of Squire Park. My wife  
15 and I own a home in the study area of the EIS. We're  
16 in something of a doughnut hole between two urban  
17 villages on a single-family lot.

18 We do not -- we have a lot large enough for an  
19 ADU under the current regulations, but we don't have  
20 any off-street parking. And there is no room in the  
21 current configuration without entirely moving our  
22 house to add an off-street parking space. So I'm here  
23 to support any of the alternatives that don't require  
24 off-street parking in particular.

25 We do own a car. We park it on the street,

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1 but we don't anticipate that a future mother-in-law  
2 suite for my mother-in-law would need an additional  
3 vehicle coming to the neighborhood. We have a number  
4 of trees in the backyard as well, and I can anticipate  
5 planting new trees if we have to remove the old  
6 ones -- or the existing ones to put in a new ADU.

7 And also I did want to support any of the  
8 incentive options reducing carbon (inaudible), what  
9 have you. We just bought a house. It's quite an  
10 expensive undertaking to maintain one house and pay a  
11 mortgage. So any of those possible short-term  
12 incentives, like waiving fees and that sort of thing,  
13 for a period of years would certainly help us. We  
14 moved from an apartment to this house with a big  
15 backyard, and it feels like valuable, precious urban  
16 land that could go to waste that could ultimately  
17 serve to house a person. Thanks.

18 ANDREA PETZEL: Thank you.

19 So we'll have 32 and 33 queue up as well.

20 You are Speaker No. 31? Speaker 30? Go  
21 ahead.

22 MEGAN MURPHY: Okay. So I'm really  
23 interested in watching the carbon footprint decrease.  
24 So it's really cool to watch this morph and take  
25 shape. There's a lot of flexibility as it flowers

1 and -- into something. So this is from MOAR. I  
2 looked it up. M-O-A-R. Because I thought this was  
3 about the urban head text.

4 I'm involved in the housing issues, and I  
5 don't need a lot of space. So a lot of homeowners  
6 that qualify for small loans from the Office of  
7 Housing from the pool of MHA payments when creating  
8 additional dwellings, I'm assuming that the interest  
9 rates will be really low. Because usually when you  
10 get one from the government, it has a reasonable  
11 interest rate that you can trust.

12 So also you can have double ownership. Allow  
13 split ownership of lots, the existing house and the  
14 new cottage, like a fee simple subdivision. That one  
15 looks good. That one -- housing opportunity overlay,  
16 create a ring overlay within 10-minute walkshed of  
17 schools, parks, urban villages, arterials, and  
18 frequent transit where additional housing is desired.  
19 Allow residential small lot zoning with MHA and  
20 overlay.

21 Make parking requirements for additional units  
22 voluntary. Use green building incentives similar to  
23 other improvement types. Allow 10 percent increase in  
24 size in the height for projects on lots over  
25 4,000 square feet. Allow 20 percent increase for lots

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1 over 5,000 square feet. Waive buildings permit fees  
2 for five years for ADUs and DADUs. Portland uses this  
3 incentive improvement nearly one per day, six times  
4 the rate of Seattle's accessory dwelling unit  
5 production.

1

6 So I like to see the community shaping the  
7 rules instead of the rules shaping the community. So  
8 thank you.

9 ANDREA PETZEL: Thank you.

10 We have Speaker 32 and 33. Speaker 32.

11 KELLI REFER: Hi. My name is Kelli  
12 Refer. I am (inaudible) and a Wallingford resident.  
13 Our family is currently in the process of building a  
14 backyard cottage, and through this process, we've  
15 actually learned a lot about how the current rules are  
16 very restrictive.

17 One, in particular, issue is the parking  
18 requirement. Our family doesn't own a car. We have  
19 no intention to. We're walk, bike, transit advocates.  
20 And what we've sacrificed in the space for a car  
21 parking spot on this property is actually a closet for  
22 my baby. So her bedroom is going to be very tiny and  
23 barely fit a twin bed, and because we needed to make  
24 sure that we had a space for a car that we don't have,  
25 we actually lost a lot of valuable space for our

1

1 family.

2 We also lost garden space. I love trees. I  
3 love gardening. I want to see a good tree canopy in  
4 the city, but we did have to cut -- we didn't have to  
5 cut down a tree, but we lost a lot of our green space  
6 due that that parking requirement. I support all of  
7 the proposed Alternative 2 recommendations.

8 And another issue I just want to bring up is  
9 we've been waiting -- we've been working on this  
10 project since January of last year. We're just about  
11 to lay a foundation, and the majority of that time has  
12 been spent with our project being held up in the  
13 permitting office. We need to expedite these projects  
14 quickly through the permitting office so we can get  
15 them built and create more housing for people.

16 Finally, this is just one small step in  
17 dealing with Seattle's housing affordability crisis.  
18 We need to get rid of all the single-family zoning and  
19 open up the cities for all kinds of housing. Thank  
20 you.

21 ANDREA PETZEL: That concludes those  
22 who have signed up on the sign-in sheet. Is there  
23 anybody wishing to make a comment? Yes? I'll have  
24 you sign in too, please.

25 Q I was signed up and decided to go later.

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1                   BONNIE WILLIAMS: I'm from Wallingford,  
2 and I have a little bit different perspective. I  
3 lived in Ballard for a long time, and I had one  
4 detached DADU built next to me that was illegal. The  
5 city didn't discover it was illegal and refused to  
6 inspect it. It had inadequate wiring, things like  
7 that.

8                   Anyway, so I have had some experience with  
9 living near a detached dwelling unit, and I think one  
10 of the things that I see that could change is that the  
11 entrance can be almost anywhere. And the thing that I  
12 like about Alternative 1 is it still allows people to  
13 build an ADU or a DADU. And maybe this will change,  
14 but I think that to change the entrance, if someone  
15 chooses to add another unit, I think that that  
16 entrance should face into that yard instead of  
17 compromising neighbor privacy, next-door neighbors.  
18 If they don't want one, that's their choice. If they  
19 do, then make it face into their yard.

20                  Another thing is about the parking. I think  
21 the parking should be looked at. My neighborhood,  
22 because I don't think it's fair that people think that  
23 there's room for unwanted cars, there really is not.  
24 And I think it's a big issue in Wallingford and  
25 Ballard and the neighborhoods.

1 I do support Alternative 1. Not everybody  
2 wants to be a landlord. Not everybody has room on  
3 their property. There is a possibility that property  
4 taxes could rise on single-family home lots, even if  
5 you choose not to build. If this passed, it could  
6 affect the property taxes because the MHA upzones do  
7 affect property taxes, so that is something to be  
8 considered. Thank you.

3

9 ANDREA PETZEL: Thank you.

10 EILEEN HIRAMI: My name is Eileen  
11 Hiram, and I've lived in Seattle for 37 years. And  
12 I've 10 years in areas where there was no curbs and  
13 sidewalks, but then I couldn't afford to live in those  
14 areas. So I ended up moving to a section of the city  
15 with no curbs and sidewalks and didn't realize I  
16 didn't feel as safe walking, particularly as the city  
17 gets busier, and there's a lot of cut-through traffic.

18 I really support -- think we need a lot more  
19 affordable housing, but like people said, you know,  
20 neighborhoods do differ. So I have one thought. You  
21 know, the guy said let's adopt the proposal citywide  
22 at the same time everywhere, but every neighborhood is  
23 not the same.

1

24 How about adopt a proposal for the  
25 neighborhoods that have curbs and sidewalks for safety

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1 and good storm water management, storm water  
2 management, and let's slow down. Let's do something  
3 different for neighborhoods, which there's a lot of  
4 Seattle, north end and south end, that do not have  
5 curbs and sidewalks and good storm water drainage.  
6 And that's my comment. Thank you.

1

7 DENNY BIRD: My name is Denny Bird, and  
8 I'm a long-time resident of Seattle. And I'm all for  
9 a little bit cheaper housing. I own a few apartment  
10 buildings even and try to keep the rents down and  
11 haven't raised the rents for two or three years, even  
12 though the taxes have been going up.

13 My biggest concern is if you add a whole bunch  
14 more structures without looking at the different  
15 cities and locations that the infrastructure is going  
16 to be a major problem. Because where I live right now  
17 where you have trouble with water pressure, the  
18 sewage, and all those issues that I think need to be  
19 looked like.

1

20 ANDREA PETZEL: Thank you. And could  
21 you come sign the sign-in sheet.

22 M.C. NACHTIGAL: Hi. My name is  
23 M.C. Nachtigal. I currently live in West Seattle, but  
24 I also own a home in Rainier Beach and another one in  
25 Rainier View, which are rental homes. Especially the

1

1 one in Rainier View, it's a 1,700-square-foot zone,  
2 which is I think is absolutely ridiculous to me in  
3 city limits and have a humongous backyard that could  
4 easily have multiple more houses with minimal impact.  
5 And, obviously, I'm not allowed to.

6 But I echo all the things that other people  
7 have said about the environmental impact, the human  
8 impacts, the carbon footprint, all of the reasons I  
9 strongly support this.

10 But I would add one additional thing that I  
11 would really like to see, and that is I think everyone  
12 here knows people who have currently nonconforming  
13 ADUs. And I would really encourage to get them  
14 permitted and make sure they are safe and make sure  
15 they do follow regulations by giving a moratorium on  
16 any penalties. Really encourage all the ones that are  
17 already out there to come forward and get permitted at  
18 whatever the current regulations are. Thank you.

19 ANDREA PETZEL: Any additional  
20 comments?

21 Okay. If there are none, we'll consider the  
22 comment period closed. Again, we're still accepting  
23 written comments through June 25 online, and with  
24 that, we'll close the public hearing. Thank you for  
25 your time.

Public Comment Hearing - 5/31/2018

Page 51

1 (The proceedings concluded at  
2 7:34 p.m.)

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C E R T I F I C A T E

STATE OF WASHINGTON

COUNTY OF KING

I, Nancy M. Kottenstette, a Certified  
Shorthand Reporter in and for the State of Washington,  
do hereby certify that the foregoing transcript of the  
proceedings on May 31, 2018, is true and accurate to  
the best of my knowledge, skill, and ability.

I do further certify that I am a disinterested  
person in this cause of action.

IN WITNESS WHEREOF, I have hereunto set my  
hand and seal this 11th day of June, 2018.

  
Nancy M. Kottenstette, RPR, CCR 3377



## Comment Form

### Accessory Dwelling Units (ADUs) Draft Environmental Impact Statement (EIS)

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We encourage you to submit comments on-line at [www.seattle.gov/council/adu-eis](http://www.seattle.gov/council/adu-eis) or use this form because it will help us efficiently respond to your comment, but you can submit comments in other ways too:

**Via email:** ADUEIS@seattle.gov

**In writing to:** Aly Pennucci, Council Central Staff, PO Box 34025 Seattle, WA 98124-4025

### Thank you for taking the time to provide your valued input.

#### Public disclosure/disclaimer statement

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**Name:** Sean Marushia

**Email:** Smrushia@gmail.com

An effective Draft EIS comment focuses on the environmental analysis and the alternatives, not on issues outside of the proposal. Comments addressing specific issues in the EIS and detailed suggestions for ways to improve the adequacy and completeness of the EIS are more effective than general support or opposition to ADUs. The ADU Draft EIS analyzes the following elements of the environment: Housing and Socioeconomics; land use, aesthetics, parking and transportation, and public services and utilities. Comment on as many or as few topics as you like.

#### COMMENT:

I've been a Seattle resident for 20 years now, a high school teacher for 14 of those, + a renter until just last year. I lived, especially for the last decade or so, in constant fear of a sudden rise in rent + being priced out of the city, an especially scary prospect because I didn't own a car. Suburban transportation would be very challenging given the 2-4 jobs I've held at once during these times. OVER →

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COMMENT:

I've only recently become a homeowner, + found myself with more space + parking than I could possibly use. I want to build up + out to give another couple + a friend - my chosen family - a home. In spite of their (upper?) middle class incomes, there's no way they'll be able to afford their own place, + the stability of a mortgage, on their own. There's a baby on the way.

Let us build together, live together, + create together. We want to live + grow in this city. Let us.

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If you find that you need more room to make comments, please visit <http://www.seattle.gov/council/adu-eis> and click on the "Comment on the Draft EIS" link for the online version of this form.

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**Name:**

Brecca Smith

**Email:**

Brecca.Smith@gmail.com

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#### COMMENT:

As someone who has moved from lower-middle class renter to upper-middle class homeowner in the last year I fully support Alternative 2. I am a ~~parent~~ preschool teacher and before receiving an inheritance I had no hope of owning a home and little chance of staying in Seattle, my city of 12 years. With an inheritance that made buying a home possible I desperately want to build an ADU or DADU

COMMENT:

to help other people ~~off~~ doing important, ~~care~~ but low paid,  
work ~~and people~~ stay in Seattle too. Unfortunately our  
lot size is only 3,800 SF - meaning even though we  
have the means and desire we cannot move forward  
in creating more housing.

~~Does not affect concerns about parking and~~

The need for housing is so great - please don't wait  
any longer - to allow homeowners like myself ~~to help~~  
build more places for people to live!

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**Name:** Sam Jaeger

**Email:** Samueljaeger@gmail.com

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#### COMMENT:

ADUs are an efficient way to add density citywide without the destruction of naturally affordable older housing options. ADUs do not take away from neighborhood character & are an effective way to add value to a lot. Vancouver is full of them & it is seeing great success from that implementation. ADUs also provide a substantial source of income for middle class homeowners who are struggling to pay off their homes due to the dramatic increase in property taxes.

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**Name:** PETER GUDONIS

**Email:** peter.gudonis@gmail.com

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#### COMMENT:

- INCORPORATING THE MHA TAXES COULD PROHIBIT DEVELOPMENT AT \$13/sqft
  - FOR POTENTIALLY 1,000 sqft MIGHT AMOUNT TO A 5% TAX ON POTENTIAL \$200K BUDGET.
  - PLEASE DO NOT INCLUDE THIS SMALL-SCALE DEVELOPMENT INTO TAXING.
  - REVISE MIN. LOT TO 3,200 BUT ALSO ALLOW 1 UNIT PER 1,200 sqft. WITH TYPICAL LOTS AT 4,000 - 5,000 sqft, ONLY 2 OR 3 ARE PERMITTED. WHAT'S PREFERABLE, COTTAGES OR TINY TOWNHOMES WITH NO GREENSPACE? ESPECIALLY ADJACENT EXISTING?
  - WHY KEEP THE OWNER-OCCUPANCY RULE WHEN SHORT-TERM RENTALS WITH MORE THAN 2 PROPERTIES IS PROHIBITED?
  - REQUIRING PARKING ALSO RESTRICTS SITES WHERE A SPOT CAN BE CREATED.
- OVERALL, THIS IS AN OPPORTUNITY TO ALSO HELP THE MISSING MIDDLE OF HOUSING STOCK, PROVIDE FLEXIBILITY TO FAMILIES, AND INCREASE AFFORDABLE OPTIONS.

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**Name:** Tim Zerrell

**Email:** tim.zerrell@gmail.com

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#### COMMENT:

In future EISs I encourage the city to examine an additional alternative that goes further than the proposal instead of a halfway alternative. I am enthusiastic about Alternative 2 and am curious what an alternative that allowed even further ADUs, more height, more lot area, etc would look like.

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2117 5<sup>th</sup> Ave. West  
Seattle, WA 98119  
May 31, 2018

Aly Pennucci, AICP  
Council Central Staff  
600 4<sup>th</sup> Ave. Floor 2,  
P.O. Box 34025  
Seattle, WA

Dear Aly Pennucci,

I am writing to comment on the Seattle Accessory Dwelling Units EIS, released to the public on May 10<sup>th</sup>. While I fully understand the need for additional and affordable housing, I do not feel the proposed plans are the reasonable way to do it. I support Alternative #1, leaving the present zoning laws intact, until solutions more in line with neighborhood plans can be developed. My reasons for opposing alternatives 2 and 3 are as follows:

1. Present zoning laws were crafted WITH community involvement; the proposed alternatives were not.
2. Homeowners have invested large portions of their assets in their homes on the basis of present zoning laws. Changing those laws would end single family residential areas in Seattle, and destroy the nature of our neighborhoods.
3. I live in a single family residential neighborhood on a street that already has 6 ADU's, both legal and illegal, with diversity in income, ethnicity, house size and lot size. I would be open to more ADU's and apartment buildings as long as they comply with present zoning laws. There are many apartment buildings in my neighborhood, most of which do offer parking.
4. It is unreasonable to allow housing to be built without parking. Both adults with children and older adults cannot get around only on bikes and public transportation. The parking in my neighborhood is reasonable today, but would not be if more housing were built that did not include parking space.
5. To remove the owner occupancy requirements will turn many homes in single family neighborhoods into Air BnB type units; already the option of earning income in this way has taken many houses and apartments off the market for people who live and work here; the Council seems to be oblivious to how much previously affordable housing has been taken off the market in this way.
6. The present regulations protecting the size and locations of homes and ADU's also protect the green canopy and the "live-ability" of single family

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neighborhoods. Alternatives 2 and 3 are not compatible with the building scale in my or other single family neighborhoods.

7. The water and sewer infrastructures are not designed to accommodate a large increase in the population they serve.

8

8. Developers can simply pay a fee to avoid providing affordable housing. Affordable housing must be mandated; it can't be optional.

9

I feel that for a solution to work, neighborhood opinion must be included so we can solve this problem together.

Sincerely,



Carol Olwell