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What is Seattle 2035?

Seattle 2035 is a citywide conversation about change - where we've been, where we are now, and where we want to go over the next 20 years

Welcome to the City of Seattle's online open house for the Seattle 2035 Draft Environmental Impact Statement (EIS)

The Draft EIS has been prepared to look at different ways Seattle could grow over the next 20 years. In the following sections, you'll have the opportunity to:

- Examine four alternatives for how and where Seattle could grow over the next twenty years
- Learn how each alternative affects the built and natural environment and how the City could address impacts
- Consider how alternatives affect marginalized populations
- Tell us what you think

How to use the Seattle 2035 Draft EIS online open house

Learn more by clicking "Next" or another tab at the top of each page. We encourage you to visit all the online open house pages and complete the survey at the end.

Check our website for other events, the full Draft EIS, and more information.

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Attend our Draft EIS Public Hearing and Open House

May 27

6:00 - 8:00 PM

Bertha Knight Landes Room
Seattle City Hall
600 4th Avenue

- Talk with 2035 staff
- Share formal comments
- Hear what others are saying!

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Overview

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Seattle is growing and changing

By 2035, we'll gain 120,000 people and 115,000 jobs and become more diverse than ever. Seattle's Comprehensive Plan (Plan) is our guide to achieving the future we want. If we plan well, we can build a safe, vibrant, affordable, interconnected and innovative city for all.

Under the State's Growth Management Act (GMA), quickly growing towns, cities, and counties are required to plan for growth to ensure availability of resources. The Plan's big idea is the **Urban Village Strategy**, which guides growth and City investment to mixed-use, walkable Urban Villages. Over the last 20 years, 75 percent of new housing and jobs have been in Urban Villages. The Plan includes three types of Urban Villages:

- **Urban Centers** are very dense villages with housing and high numbers of regional jobs. Building types include mixed-use high rises, and some example neighborhoods are Downtown, First/Capitol Hill, South Lake Union, and Northgate.
- **Hub Urban Villages** are dense villages with a balance of housing and jobs. Building types include low- to mid-rise, commercial, and residential. Some example neighborhoods are Ballard, Bitter Lake, Lake City, and West Seattle Junction.
- **Residential Urban Villages** are the least dense villages with housing and local jobs. Building types include residential and commercial, and some example neighborhoods are 23rd & Union-Jackson, Aurora-Licton Springs, Columbia City, Madison-Miller, and Othello.

Why do we need to update the Plan?

Our city has changed a lot over the past 20 years. Seattle's Comprehensive Plan was adopted in 1994 and needs to be updated to help plan for the next 20 years to better address challenges and meet future needs.

What's the process and timeline?



Downtown is an example of an Urban Center



Pike/Pine is an example of an Urban Village



Ballard is an example of a Hub Urban Village



Columbia City is an example of a Residential Urban Village

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Alternatives

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Four Growth Alternatives were studied to learn how future growth will impact Seattle

What do all the Growth Alternatives have in common?

- 20-year plan for growth throughout the city to identify how future growth could be distributed and the potential effects
- Continuation of the Urban Village Strategy, with most growth guided to Urban Centers and Urban Villages
- Amount of growth: 70,000 new households (120,000 people) and 115,000 new jobs by 2035
- Future transit system: completion of the Sound Transit 2 Mass Transit Plan, approved by voters in 2008

Terms to know

Transit-oriented development (TOD): Compact, walkable communities centered around transit

Very good bus service: Multiple high-frequency routes, frequent service to one or more Urban Center(s), high boarding counts, and RapidRide service

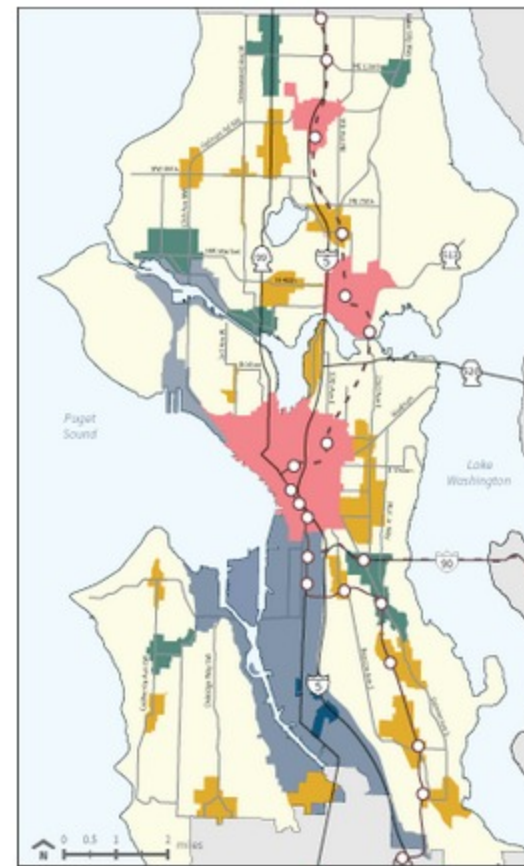
Alternative 1: Continue Current Trends



Highlights

- Continues growth trends from the past 20 years
- Urban Villages that grew quickly over the past 20 years will continue to experience a higher level of growth
- Least concentrated pattern of growth

Alternative 2: Guide growth to Urban Centers



Highlights

- Urban Centers will experience a higher level of growth
- Most concentrated pattern of growth

Alternative 3: Guide growth to Urban Villages near Light Rail



Highlights

- Urban Centers and Urban Villages close to light rail will experience a higher level of growth
- TOD pattern of growth that is more concentrated than Alternative 4
- Adjusts boundaries of Urban Villages near light rail to be within a 10-minute walk of stations
- Considers possible new Urban Village surrounding the proposed light rail station at NE 130th Street & I-5

Alternative 4: Guide growth to Urban Villages near Transit



Highlights

- Urban Centers and Urban Villages close to light rail or very good bus service will experience a higher level of growth
- TOD pattern of growth that is less concentrated than Alternative 3
- Adjusts boundaries of Urban Villages near light rail or very good bus service to be within a 10-minute walk of stations or stops

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Land Use/Housing/Employment

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Impacts common to all Growth Alternatives:

- The majority of future housing and job growth will occur in Urban Centers and Villages
- The height and bulk of buildings will increase over time as new development occurs
- Lower and smaller buildings will be replaced by taller and larger buildings
- Demand for public investment in infrastructure and amenities will increase
- The need for affordable housing will increase
- Some infill and redevelopment will continue to occur outside of Urban Centers and Villages
- There will be some displacement of existing businesses and marginalized populations

How do impacts vary between Growth Alternatives?

- **Alternative 1:** Moderate potential for displacement of marginalized populations
- **Alternative 2:** Lower potential for displacement of marginalized populations
- **Alternatives 3 or 4:** Higher potential for displacement of marginalized populations, and potential future zoning changes in single family areas with frequent transit service

How could we address impacts?

- Enforce zoning, design review, and other development regulations to address building compatibility, height, and bulk
- Work with neighborhoods experiencing significant growth and/or displacement to plan for the future
- Develop housing and services for marginalized populations using federal, state, and local funding
- Use City investments, regulations, and financial incentives to increase supply of affordable housing
- Consider zoning amendments or planning efforts to address transitions from high intensity to lower intensity areas
- Consider planning efforts where new Urban Villages are created or substantially expanded
- Consider implementing a combination of strategies identified in the City's Equity Analysis
- Continue using the **Race and Social Justice Initiative** as a platform for inclusive outreach and to build relationships with communities of color

Want to dive deeper? [Click here for more information about land use, population, housing, and employment.](#)

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Terms to know

Infill: New construction on existing vacant land in areas that are already largely developed

Marginalized populations: Populations that are low-income, and include people of color and English language learners

Redevelopment: New construction on a site that has existing uses



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Transportation

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Impacts common to all Growth Alternatives:

- Traffic congestion will increase but is not expected to exceed the City's adopted service standards
- Increased demand for limited on-street parking
- Travel times for the average vehicle trip will increase
- There are no significant differences in safety among the alternatives

How could we address impacts?

- **Vehicles:** Focus on reducing single occupancy vehicle use for mobility with emphasis on improving transportation networks for pedestrians, bicyclists, freight, and transit
- **Pedestrians and bicyclists:** Continue to implement Link Light Rail and the **Bicycle Master Plan** to significantly improve the pedestrian and bicycle environment
- **Transit:** Improve transit speed and reliability by carrying out projects in the **Transit Master Plan**
- **Freight:** Implement the **Freight Master Plan** to increase freight accessibility and travel time reliability



Want to get in the weeds? [Click here for more information about transportation.](#)

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Services & Utilities

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Impacts common to all Growth Alternatives:



Police

- None of the Growth Alternatives would affect the Police Department's ability to improve response times or assist in reducing major crimes



Parks and recreation

- All Growth Alternatives would result in increased demand for additional parkland



Fire and emergency services

- All Growth Alternatives could result in a gradual increase in demand for emergency medical services
- Denser/more congested areas would experience the greatest impacts



Seattle Public Schools

- As population increases, there will be more demand for schools to increase their capacity



Utilities

- All Growth Alternatives would create a similar demand for citywide utilities
- Some utility systems may see localized impacts based on timing of growth



Water

- Depending on location and timing of growth, there may be impacts to portions of the water system



Sewer and drainage

- As development and density increases, there will be an increased need for storm drainage and sewage capacity



Electricity

- Future growth will increase demand for electrical energy



How could we address impacts?



Police

- Replacement or renovation of precincts could be considered as they reach capacity



Fire and emergency services

- Work with community groups to share information, discuss trends, and better address community needs
- Prioritize placement of a new fire station in South Lake Union
- Address equipment needs at the Broadview - Bitter Lake - Haller Lake fire station



Seattle Public Schools (SPS)

- Work with SPS to site, renovate, and expand schools in or near Urban Villages
- Work with SPS to acquire and develop a Downtown school
- Modify standards to allow schools to be developed on small urban sites
- Prioritize installation of sidewalk infrastructure in areas where it is insufficient



Utilities

- Continue to use best management practices to anticipate and adjust to changing demands

Want more information? [Click here to learn more about public services and utilities.](#)

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Other EIS Topics

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Impacts common to all Growth Alternatives:



Air quality

- Transportation related emissions are expected to be lower than current conditions due to reduced reliance on vehicles
- Growth along major highways, such as I-5 and SR 99, exposes people to air pollution and related health risks
- Greenhouse gas emissions will be lower than today



Noise

- General roadway noise levels are expected to increase, but this increase would not be discernible from background noise levels
- There may be localized impacts as residences are located near major roadways and transit stations



Earth/water quality

- There could be an increased risk for disturbance of environmentally critical areas

How could we address impacts?



Air quality

- There are no significant adverse impacts, but ways to improve air quality include ventilation systems for sensitive areas near freeways and highways



Noise

- Localized impacts could be mitigated by additional insulation or window treatments



Earth/water quality

- Continued application of City policies, regulations, and development review practices would help to avoid and minimize this impact

Need to know more? [Click here for more information about air quality, noise, and earth and water quality.](#)

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Terms to know

Environmentally critical areas discussed in the Draft EIS include:

- Areas with steep slopes or landslide-prone soils
- Areas with natural drainage features
- Areas with soil conditions prone to earthquake movement



Race and Social Equity

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The City of Seattle, through its **Race and Social Justice Initiative**, is committed to ending institutional racism and eliminating racial disparities. Therefore, the City prepared an Equity Analysis to identify how future growth and investment may impact marginalized populations, including low-income people, people of color, and English language learners.

Is Seattle Equitable Today?

What we found:

- Access to opportunity for marginalized populations is unevenly distributed now and will continue to be unevenly distributed under any Growth Alternative
- Displacement risk is currently high in certain areas of Seattle and will remain an issue under any Growth Alternative

Below are two indices measuring key issues of race and social equity. The Displacement Risk Index includes factors that increase the risk of marginalized populations being displaced. The Access to Opportunity Index includes factors that contribute to social, economic, and physical well-being.

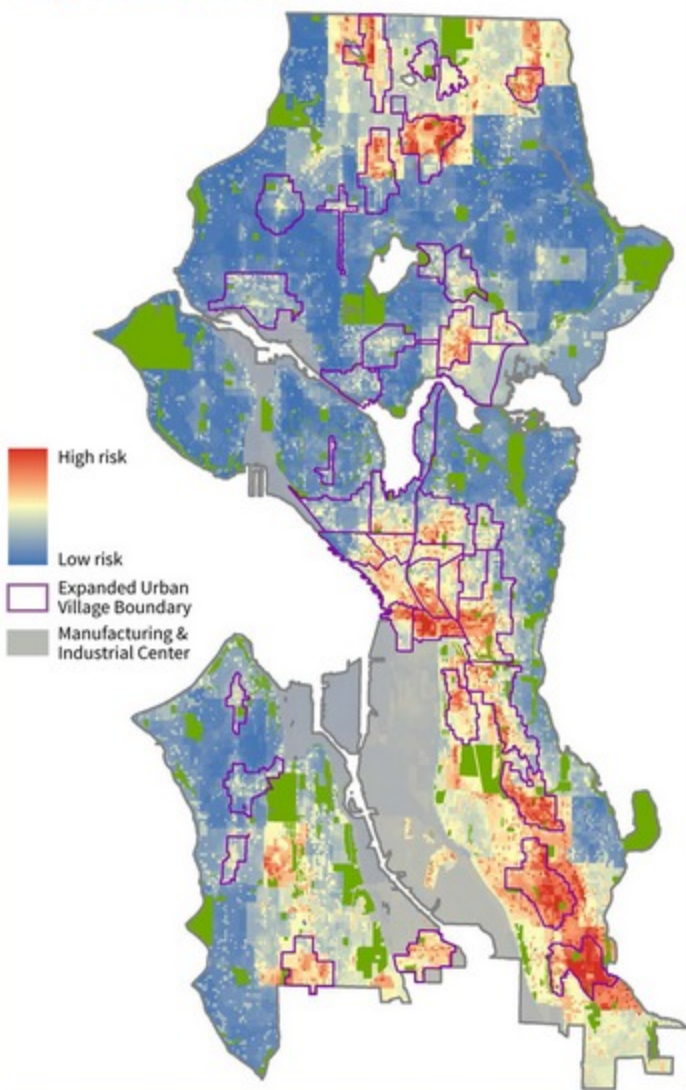
What is the Displacement Risk Index?

The Displacement Risk Index includes factors that increase the risk of marginalized populations being displaced.

What were the findings?

Displacement risk is greatest in neighborhoods that have historically been home to communities of color.

Displacement Risk Index



- Criteria:
- Communities of color
 - Low English-speaking ability
 - Low educational attainment
 - Renter households
 - Housing cost-burdened households
 - Low household income
 - Access to frequent bus service
 - Access to light rail / streetcar
 - Proximity to core businesses
 - Proximity to school, park, community center, or library
 - Proximity to higher-income neighborhood
 - Travel time to regional job center
 - Development capacity
 - Below-average median rent

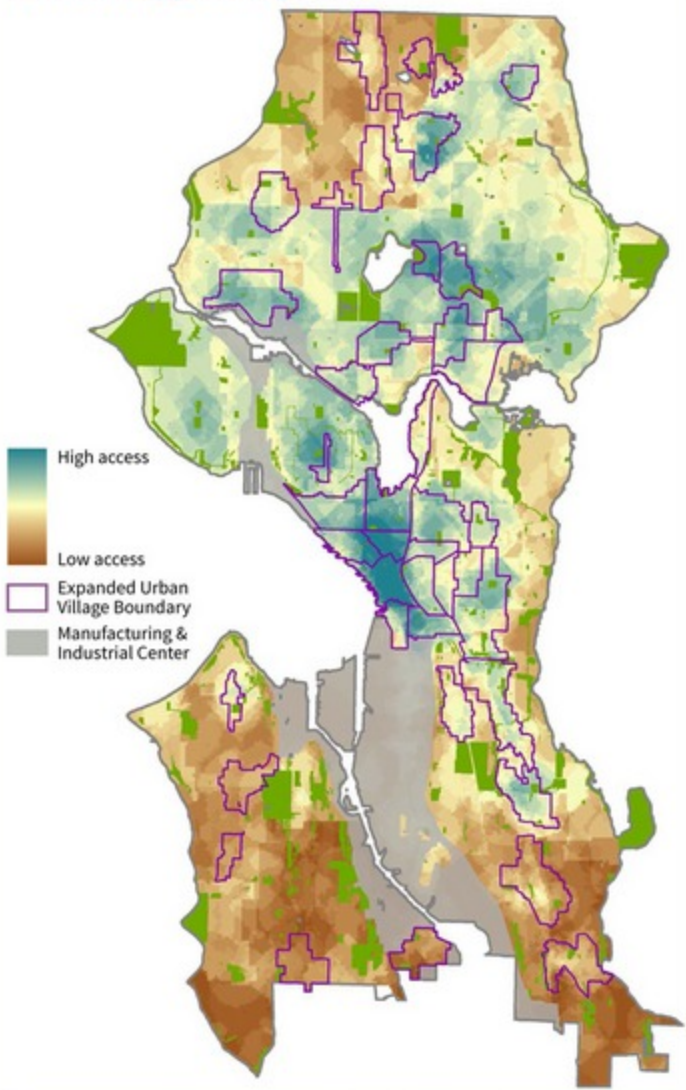
What is the Access to Opportunity Index?

The Access to Opportunity Index includes factors that contribute to social, economic, and physical well-being.

What were the findings?

Access to opportunity for marginalized populations is not equitably distributed.

Access to Opportunity Index



- Criteria:
- High-performing elementary and middle schools
 - Above-average high school graduation rate
 - Number of jobs within two-mile radius
 - Increase in median home value
 - Access to frequent bus service
 - Access to light rail / streetcar
 - Proximity to a library
 - Proximity to a community center
 - Proximity to a park
 - Proximity to a public health facility
 - Access to fresh produce

Terms to know

Access to opportunity: The services, amenities, and other key determinants of social, economic, and physical well-being

Displacement: The involuntary relocation of marginalized populations from their current neighborhood

Equitable development: Public and private neighborhood investments, programs, and policies to meet the needs of marginalized populations and reduce disparities

Marginalized populations: Low-income people, people of color, and English language learners

Race and Social Justice Initiative (RSJI): Seattle's effort to overcome institutional racism and eliminate racial disparities



How can we grow while making sure everyone has what they need to succeed and thrive?

To achieve racial and social equity, we need **strong communities** and **strong people**. This means community stability and resilience in the face of displacement pressure and great neighborhoods throughout the city with equitable access for all.

Growth that achieves these goals will require public investment above current levels.

Here's what we need to do to ensure new growth builds strong communities and strong people:

- Advance economic mobility and opportunity**
Promote economic opportunities for marginalized populations and enhance community anchors. Provide access to quality education, training, and living-wage jobs.
- Prevent residential, commercial and cultural displacement**
Enact policies and programs that allow marginalized populations, businesses, and community organizations the ability to stay in their community.
- Build on local cultural assets**
Respect local community character, cultural diversity, and values. Preserve and strengthen cultural communities.
- Promote transportation and connectivity**
Prioritize investment in effective and affordable transportation that supports transit-dependent communities.
- Develop healthy and safe neighborhoods for everyone**
Create neighborhoods that enhance community health through access to public amenities, healthy food, and safe environments, for everyone.
- Equitable access to all neighborhoods**
Leverage private development to fill gaps in amenities and expand the supply and variety of housing and employment choices.

Impacts common to all Growth Alternatives:

- Access to opportunity for marginalized populations is unevenly distributed now and will continue to be limited under any alternative
- Displacement risk is high now and will remain an issue under any alternative
- The alternatives differ in the level of growth projected in areas where displacement risk is high
- Alternatives 3 and 4 would require the greatest level of public investment to mitigate displacement

Analysis of Growth Alternatives

The four Growth Alternatives differ in the distribution of growth throughout the city. Based on existing conditions, we analyzed each alternative based on its potential to displace marginalized populations and expand their access to opportunity. The table below summarizes the potential impacts of each growth alternative on displacement risk and access to opportunity. Darker areas indicate higher levels of residential growth relative to the number of existing housing units.

Alternative 1	Alternative 2	Alternative 3	Alternative 4
Continue Current Growth Trends	Guide Growth to Urban Centers	Guide Growth to Urban Villages Near Light Rail	Guide Growth to Urban Villages Near Transit
What level of public investment is necessary for marginalized populations to benefit from growth without displacement?			
Required public investment is in the middle compared to other alternatives because growth is more evenly distributed in both high- and low-displacement risk urban villages.	Potentially lower levels of investment needed because less growth is allocated in high-displacement risk areas. However, more growth would be in expensive high-rise construction.	Highest level of growth in high-displacement risk areas like Rainier Beach, Othello, and North Beacon Hill, requiring the greatest degree of anti-displacement mitigation.	Substantial anti-displacement investments required in the southeast Seattle urban villages with light rail stations where displacement risk is high.
How much does the alternative expand access to opportunity for marginalized populations?			
Allocates significant growth to a few urban villages where displacement risk is low and access to opportunity is high.	Does the least to expand access for marginalized populations because less growth is allocated to areas with high opportunity and low displacement risk.	Potential to expand access to opportunity in some, but not most, areas with low displacement risk and high access to opportunity.	Greater potential to grow in areas with high access to opportunity than Alternative 3, but limited potential to expand access in other high-access urban villages.

Want to learn more? Check out the [Equity Analysis report and handout](#).

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Feedback

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How to comment on the Seattle 2035 Draft EIS

The easiest way to provide feedback on the Draft EIS is to complete the survey linked below. The survey will take you about 5-10 minutes to complete. Survey results and other comments will be used to develop the Draft Plan, which will include updated goals and policies, as well as a future land use map.

[Take our survey here >>](#)

Formal or specific comments on the Draft EIS are also welcome. These comments can be about anything related to the project, ranging from giving an opinion or observation, to discussing technical aspects of the environmental or equity analyses.

Formal comments must be submitted in writing, and will be reviewed and responded to in the Final EIS scheduled for release in fall 2015. **Comments will be accepted from May 4, 2015 - June 18, 2015.**

How to submit formal comments:

- **In person:** Attend the public hearing on May 27th from 6:00 - 8:00 PM at Seattle City Hall and talk to a court reporter or submit a comment form
- **Email:** 2035@seattle.gov
- **Mail:** City of Seattle, Department of Planning and Development, Attn: Gordon Clowers, 700 5th Avenue, Suite 2000, PO Box 34019, Seattle, WA 98124
- **Online:** Comments on the Draft EIS can also be submitted in the box below. Simply type in your comments and hit "Submit"



Comment

First Name (optional)

Last Name (optional)

Email Address (optional)

Comment*

Submit

Note: Responses to the survey questions will be reviewed and will help inform the Comprehensive Plan update, but are not considered formal comments on the Draft EIS. If you have a comment, please be sure to send it in via one of the methods listed above.

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Thank You

Thank you for participating in the Seattle 2035 online open house. Your comments on the Draft EIS are much appreciated - please make sure to submit them by **June 18**.

Your formal Draft EIS comments will inform the Final EIS, due for release in late 2015. The Final EIS will include responses to these comments as well as updated and additional information as appropriate. It may also include a description of a Preferred Alternative.

What's next?

Connect with Seattle 2035 to help shape the future of Seattle. Here's how you can stay involved:

- Share this online open house: Seattle2035.publicmeeting.info
- Attend the **Public Hearing and Open House** at Seattle City Hall on May 27
- Visit our website and join our listserv: 2035.seattle.gov
- Find Seattle 2035 at local events this summer and check out the Draft Plan, available for review and comment for 90 days beginning in July

Questions? Email: 2035@seattle.gov

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