

City of Seattle One Seattle Plan EIS Scoping Meetings Summary

This document summarizes the questions and comments received at two EIS Scoping meetings on June 29, 2022 and July 19, 2022 as well as a meeting for the 130th and 145th station areas on July 21, 2022.

Environmental Impact Statement (EIS) Scoping Community Meeting June 29, 2022

Purpose and Background

The purpose of the scoping meeting held on June 29, 2022 was to present a series of alternatives and environmental topics proposed to be covered in the EIS. The process will align with the City's One Seattle 2024 Comprehensive Plan alternatives and EIS.

Presenters and Facilitators

- Patrice Carroll, City of Seattle Office of Planning and Community Development
- Brennon Staley, City of Seattle Office of Planning and Community Development
- Lisa Grueter, BERK Consulting
- Kizz Prusia, BERK Consulting
- Yasir Alfarag, BERK Consulting
- Rachel Miller, MAKERS
- Markus Johnson, MAKERS

Participants

There were 32 people in attendance during the June 29, 2022, community meeting.

Presentation

Presentation materials are summarized below and available at the project website:

Alternatives:

<https://www.seattle.gov/documents/Departments/OPCD/SeattlePlan/OneSeattlePlanEIS/ScopingFactSheet.pdf>

Presentation:

<https://www.seattle.gov/documents/Departments/OPCD/SeattlePlan/OneSeattlePlanEIS/ScopingOverview.pdf>

After the presentation, participants could ask questions. Key comment themes are summarized below with selected Q and A quotes.

Alternatives

- Alternatives should study how streamlining the permitting and land use approval process to increase housing supply and climate goals.
- All alternatives should increase housing supply.
- Many attendees showed interest in the 15-minute city.

Example questions on alternatives:

- Will all alternatives be configured to meet the growth targets?
- Will all the alternatives factor in the current canopy goal of 30% across the city and in individual zones?
- If a new alternative that would be right to study is proposed, would OPCD consider it for analysis?
- Why weren't options for adding more housing that are bolder than alternative 5 proposed?

Housing

- Displacement is a recurring concern.
- Concern about impacts of housing on the natural environment and tree canopy.

Example questions on housing

- How are specific considerations (climate, displacement risk, homeownership rates) "weighted" against each other?
- Will the EIS study the impacts of anti-displacement policies/strategies that are *not* growth strategies?
- Displacement risk is informing the scope of the EIS. Is Access to Opportunity a less significant factor in determining future housing growth?

Transportation and Air Quality

- Address transportations needs and funding plans.
- Study the GHG emissions impacts of each alternative.

Example questions on Transportation

- Is there anything to ensure that the growth plan selected will be adequately served by a transportation system that has a feasible funding plan?

Trees and Greenspace

- Address how trees and wildlife will be affected by different alternative adaptations.
- Address heat island with increased development.

- Address park needs.

Example questions on Trees and Greenspace

- With expansion of impervious surfaces throughout the city, depending on the alternative, how will tree and wildlife habitat be mitigated?
- Will all the alternatives consider increased density creating new heat islands and how to mitigate that with trying to save existing trees and planting more?
- What consideration will be given to increasing available parks and open space
- For large lots with a small single family home adjacent to a stream of wetland, will a multi-unit replacement be able to expand closer to the critical area or will there be a process such as a variance to expand?

Environmental Impact Statement (EIS) Scoping Community Meeting July 19, 2022

Purpose and Background

The purpose of the scoping meeting held on July 19, 2022 was to present a series of alternatives and environmental topics proposed to be covered in the EIS. The process will align with the City's One Seattle 2024 Comprehensive Plan alternatives and EIS.

Presenters and Facilitators

- Patrice Carroll, City of Seattle Office of Planning and Community Development
- Brennon Staley, City of Seattle Office of Planning and Community Development
- Lisa Grueter, BERK Consulting
- Yasir Alfarag, BERK Consulting
- Rachel Miller, MAKERS

Participants

There were 16 people in attendance during the June 29th, 2022, community meeting.

Presentation

Presentation materials are summarized below and available at the project website:

Alternatives:

<https://www.seattle.gov/documents/Departments/OPCD/SeattlePlan/OneSeattlePlanEIS/ScopingFactSheet.pdf>

Presentation:

<https://www.seattle.gov/documents/Departments/OPCD/SeattlePlan/OneSeattlePlanEIS/ScopingOverview.pdf>

Questions and Discussion

Key comment themes are summarized below with selected Q and A quotes.

Alternatives

- Some attendees are concerned about how the one-size-fits-all approach might affect different neighborhood characteristics.
- Questions on zoning around the 130th and 145th station plans and their planning process.

Example questions on Alternatives:

- Does Alt 5 study midrise and high rise zoning for existing Hub & Residential Urban Villages?

- The City stated that the elimination of "single family" designation was merely a name change to reflect reality, but this One Seattle Plan seems to want the elimination of those family neighborhoods, with a one-size-fits-all city wide plan, although most neighborhoods have unique pressures. How can our neighborhood challenge the assumptions built into the new plan and express our specific concerns?
- What about conservation districts to protect the character of various neighborhoods?
- Does the EIS study increasing capacity/FAR for existing low rise, midrise and neighborhood commercial zoning?
- Why does Alternative 1 assume new housing is primarily rental apartments, instead of condos?
- Will the EIS alternatives produce specific neighborhood maps showing recommended or proposed corridor/node/etc. locations for each neighborhood on a street-by-street level of detail?
- ... Is there any way to get SDCI to actually follow any comprehensive plan decisions?
- Will the zoning process for the 130th/145th Station areas move faster than the rest of the One Seattle Comprehensive Plan?

Housing

- Many attendees noted that Seattle is not building housing as quickly as other cities.
- Concerns that new housing is not affordable.
- Attendees voiced that not all new housing should be small as not everyone is able to live in a studio or a 1-bedroom apartment.
- Attendees wondering how each alternative will affect housing costs.

Example questions on Housing:

- Is the housing proposed in the 5 alternatives all market rate? Can the EIS specify targets for different levels of AMI and categories like missing middle and family sized rental units across the city? Also, will it consider housing for people transitioning from homelessness as part of the plan along with permanent supportive housing for those coping with addiction and mental health issues?
- The City has accused our neighborhood of being filled with rich families that don't want lower income families, but this is false. Most of our properties are now being snatched up by speculators, pushing our families and they are being filled with students. We would love more families. How can the City help in that area, through returning local schools and other amenities, etc.?
- Townhouses by their nature limited options for those with disabilities, for intergenerational families. due to the excessive number of stairs? Also, will those lots be subdivided into sublots with common areas? What is the guarantee there will be open yards for families and that the units will be affordable?
- Will the City change the MHA regulations to increase the affordable housing stock near mass transit for all sized families, which has not been accomplished because developers can pay into a fund.... or will the city edge ever closer to family neighborhoods by destroying the transition/buffer zone?
- Will the EIS consider the policy that allows developers to buy their way out of creating housing for low or moderate income residents? The effect of this policy has been to concentrate this housing in less desirable (fewer amenities and less tree canopy) areas, and thus continue the housing inequities that were already established.
- The city needs to make sure that more affordable housing is available for families not just apodments and studio apartments for single people who tend to be more transient and not committed to their neighborhoods, such as the UW students in our neighborhood, who cause all sorts of problems, such as noise, garbage, and parking.

- Has any of the proposed alternatives been tried elsewhere in the world with proven impact on average home price?
- Spokane City Council voted unanimously yesterday to approve a one-year pilot program to allow duplexes, triplexes and fourplexes to be built on single family lots. If they can do that and their housing problem is nowhere near as dire as ours, why can't we do that too?
- Re Northgate...why such a lag in housing development given the need for housing?

Tree and Greenspace

- Protecting and expanding tree canopy is a priority for many attendees.
- The EIS should consider how alternatives will affect tree canopy.

Example questions on Trees and Green Spaces:

- Are p-patches considered?
- Seattle MUST have new housing, but we must also protect our tree canopy if we hope to survive what is coming. We must also expand tree canopy in underserved areas with people of color and those with lower income. All the analyses of our alternatives should include an analysis of what the alternative would do to our existing tree canopy, and all construction designs should be analyzed with an eye to the tree canopy as well.
- Seattle's tree canopy is our main protection against ever increasing heat due to climate change. Seattle in 2016 did a canopy cover study with a goal to reach 30% coverage by 2037. But instead, the city has been losing tree canopy because development to date has not considered it.
- Each alternative should consider the effect of that option on our tree canopy...

Transportation

- Address how different transportation goals impact the environment under each alternative.
- Increase pedestrian and bike corridors, and the 15-minute goal.
- Transit oriented development at existing stops.

Example questions on Transportation:

- As we look to the alternatives how is the current infrastructure outside of transportation (i.e., utilities infrastructure, power, water, sewer) being taken into account for the EIS. ... how much analysis is being done to determine what the impacts to these systems would be for each of the alternatives?
- Will the EIS consider in the alternatives how the designs should set aside corridors for pedestrian and bike use? ... Can the EIS address the idea that if you are creating walkable neighborhoods, you MUST have facilities where people can safely walk?
- What about development at existing transit stops i.e., Northgate?
- Does the EIS see "Comprehensive Neighborhoods" as equivalent to the "15-minute" neighborhood? And does it see either/or as being achievable to Alt 2 and 3?

Climate

- Identify how alternatives will help Seattle reach its 2030 climate goals.

Example questions on Climate:

- ... Will there be a GHG analysis for each plan? Which plan will help Seattle meet Seattle's 2030 Climate goals?

City of Seattle 130th and 145th Station Area Planning Community Meeting July 21, 2022

Purpose and Background

The City of Seattle is preparing an Environmental Impact Statement (EIS) for new land use and zoning policies for the 130th and 145th Station Areas. In 2013 voters approved the addition of the 130th and 145th Light Rail Stations as part of Lynnwood Link. The City of Seattle has begun engaging communities within both stations to better understand zoning policy recommendations. The City received a grant to conduct an EIS leading to permit facility of growth consistent with the plan and required mitigation measures.

The purpose of the scoping meeting held on July 21, 2022 was to present a series of alternatives and environmental topics proposed to be covered in the EIS. The process will align with the City's One Seattle 2024 Comprehensive Plan alternatives and EIS.

Presenters and Facilitators

- Patrice Carroll, City of Seattle Office of Planning and Community Development
- Brennon Staley, City of Seattle Office of Planning and Community Development
- Lisa Grueter, BERK Consulting
- Ben Han, BERK Consulting
- Rachel Miller, MAKERS
- Markus Johnson, MAKERS

Participants

There were 34 people in attendance during the July 21, 2022 community meeting.

Presentation

Presentation materials are summarized below and available at the project website:

Alternatives:

<https://www.seattle.gov/documents/Departments/OPCD/OngoingInitiatives/NE130thAnd145thStationAreaPlanning/130th145thEISAlternatives2022.pdf>.

Presentation:

<https://www.seattle.gov/documents/Departments/OPCD/OngoingInitiatives/NE130thAnd145thStationAreaPlanning/130th140thJuly21Presentation.pdf>

Definitions: Presentation

The presentation included a basic overview of the Environmental Impact Statement (EIS) planning process including key definitions.

- **An EIS is an informational document** that provides the City, public, and other agencies with environmental information to be considered in the planning process. Because an EIS is already being developed for the citywide Comprehensive Plan Update, it made sense to combine analysis of the 130th and 145th station areas with the Comprehensive Plan Update and EIS.
- The **State Environmental Policy Act (SEPA)** review process helps agency decision-makers, agencies, tribes, and the public understand how a proposal – like the future zoning for 130th/145th station areas – will affect the natural and built environment. It provides information and ways to comment on proposals and mitigation measures.
- **Scoping** invites public, tribal governments, and other local, state, and federal agencies to comment on a proposal’s alternatives, impacts, and potential mitigation measures to be analyzed in the EIS.

History of the Project: Presentation

Seattle has conducted community outreach since 2019 in identifying transportation and land use planning decisions for the 130th and 145th Station Area Plans. A [draft station area plan](#) was made in 2020 and finalized in 2022.

Currently Seattle Office of Planning and Community Development is completing a final Station Area Plan. Through this planning process, growth alternatives will be proposed addressing city and community concepts for land use, transportation, design, etc. The plan will align with the City of Seattle Comprehensive Plan, integrate equity and inclusion strategies, and address climate change.

Presentation: Alternatives Overview

Three alternatives have been developed for the EIS tailored to the 130th and 145th Station Areas. The station alternatives align with three of the five Seattle Comprehensive Plan Update EIS alternatives. The proposed alternatives represent bookends of how development could look like at the 130th and 145th Station Areas. A preferred alternative studied in a Final EIS will likely combine aspects of all three alternatives. See Table 1.

Table 1. Summary of Alternatives for 130th/145th Station Area

	Alternative 1. No Action (Aligns with citywide 1)	Alternative 2. Focused Growth (Aligns with citywide 2)	Alternative 3. More and Distributed Growth (Aligns with citywide 5)
Amount and Pattern of Growth	Baseline growth and pattern	Cluster growth in newly designated small mixed-use node(s) and near transit	Potential new urban village, node, and corridor designations. Residential areas growth.
Building Types of New Construction	No change: (single family, accessory dwelling units, limited multifamily and mixed use)	Denser and taller buildings in nodes. More mixed-use buildings.	Denser than Alt 2. More mixed-use buildings. More home type variety).

	Alternative 1. No Action (Aligns with citywide 1)	Alternative 2. Focused Growth (Aligns with citywide 2)	Alternative 3. More and Distributed Growth (Aligns with citywide 5)
Building Heights for New Construction	No change Multifamily and mixed use: 45–80 ft Neighborhood residential: 30 ft	Nodes: Potentially up to 40 - 80 ft	Urban village: 95 ft Nodes/corridors: Same as Alt 2 Residential: Same as Alt 1 or 2
Retail and Commercial	No change	Couple include more retail and commercial locations than Alternative 1	More retail and commercial locations

Polling Questions and Answers

Within the presentation, several polling questions were presented for participant interaction. Results are shared below.

The first question relates to how participants engaged with the 130th/145th Station Area Planning in prior years. Many received emails or took prior surveys or community conversations.

Poll 1: How have you connected with this project in the past? Check all that apply



Poll 2: What do you value most about living in your community?

Most participants referenced walkability and accessibility as community values.



What do you value most about living in your community?

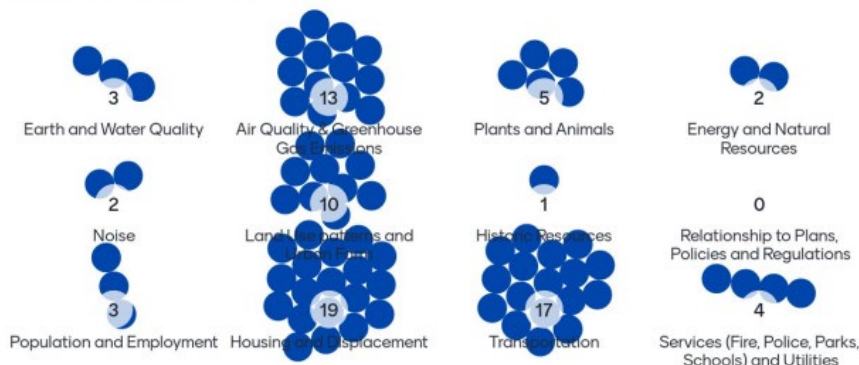


Poll 3: What do you feel are the 3 most important EIS topics to understand environmental implications and tradeoffs of different growth alternatives?

Important EIS topics referenced by participants included: housing, transportation, air quality and land use.



What do you feel are the 3 most important EIS topics to understand environmental implications and tradeoffs of different growth alternatives?



Key comment themes are summarized below with selected Q and A quotes.

Alternatives

- Alternatives should include zoning recommendations that supports new businesses.
- Building heights were a common concern raised by meeting participants. There is both interest in having maximum building heights and concern that it would have a significant impact on natural light.
- There is consensus and desire to see more walkable neighborhoods at both station areas with more housing and economic development opportunities.

Housing affordability

- Provide a clear narrative on defining house affordability, income-restricted housing, and housing needs within the Station Areas and relation to Shoreline and Seattle's population growth targets.
- Housing affordability guidelines should include narratives on how diverse housing needs (seniors, accessibility) is considered and mitigate displacement risks.

... Adding height to development in this area just further converts this area from a natural area to a completely developed area with no trees, creeks or open spaces. Not many areas in Seattle have these natural features. Is the city choosing, in this time of climate change, to just eliminate natural features and pave and develop all areas, with buildings of up to 10 stories ...

Please don't have the maximum building height. Because it blocks out the sunlight.

Why aren't we going to study adding skyscrapers or high-rises here? That would be amazing and would enable a lot of people to live close to light rail, thus reducing GHG emissions.

I'm concerned about NOT going to maximum heights lol. That would allow many more ppl to be housed. What a tragedy. /sarcasm

I support the EIS tracking impacts to minority-owned businesses in the study area

How do we maximize the amount of affordable housing in the new urban village?

Multi story units such as townhomes are prohibitive to senior citizens and others with disabilities who need one story housing. Is this a consideration in the planning process.

Many of us who live in the neighborhood by 145th and the new station are middle income folks (teachers, non-profit works, government workers, people of color & LGBTQ, immigrants). We are concerned about being displaced and losing our walkable neighborhood that is quiet and green.

Transportation

- Pedestrian and bicycle connectivity to the stations should continue to be a top priority in project design with the SDOT Multimodal Access Plan.
- Explore parking and curb space management strategies to balance competing uses of the curb for deliveries, loading; and to preserve clear bike pathways.
- City of Seattle, Sound Transit and King County Metro should continue to coordinate to ensure new development provides adequate sidewalks, affordable housing, and access to various transit options.

I also support increased connectivity throughout the entire area. Right now there are a lot of routes that are hard to navigate on foot or on bike because the big streets aren't bike friendly and the smaller streets don't connect all the way through. Connectivity TO the station area (especially across Aurora Avenue) is also pretty important, so please don't ignore that just because the study area abuts Aurora. I also would support converting the golf course into transit oriented development.

Right now, getting across I-5 on a bike in the study area is impossible. The EIS should analyze bike connectivity to the stations and how different alternatives would improve it.

What steps will be taken to curb street parking in neighborhoods adjacent to the station? For example, will there be signs limiting parking to 2 or 4 hours?

one of the concerns for building density, Is if parking is not supplied for new buildings, then residents have to look for street parking. Which when there are not sidewalks, it makes it dangerous for residents who walk in the streets with their children and pets. And I'm concerned that our neighborhood then turns into capitol hill in regards to streets cramped with parking and no parking for home residents.

Natural Environment and Climate Change

- The EIS process should include deep analyses on environmental concerns, transportation impacts, open space requirements, public services (police), and light.
- Ensure that climate change is being addressed by conserving critical areas, tree canopies and other natural elements.
- Provide a clear narrative on greenhouse gas (GHG) emission reduction strategies from additional transportation updates, and vehicular trips reduced from multi-modal system updates.

is there a discussion or study of using cross laminated mass timber to build in a more sustainable way? it also will ... create more open space. <https://www.vox.com/energy-and-environment/2020/1/15/21058051/climate-change-building-materials-mass-timber-cross-laminated-clt>

When greenhouse gas emissions are calculated for the different alternatives, will it be taken into account that if there is less density it forces people further out of Seattle entirely and so makes them drive more?

Please study the large tree canopy that we have in the 145th & 130th area and the risk of losing this large tree canopy.

The areas near 145th which are very hilly have a lot of water runoff during much of the year. Water rushes down 145th at these times. Is there any planning for putting in swales or other ways to address water runoff