

Seattle Comprehensive Plan

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Agenda

What is the Comprehensive Plan?

Historical background

How does it affect emissions?

Some possible policies to consider

Next steps

What is the Comprehensive Plan

20 year planning for the City

Land Use Code (residential/commercial/industrial)

Transportation Plan (transit, autos, bikes, ped)

Amenities (schools, libraries, parks, etc.)

“...goals and policies designed to guide growth in a manner that reflects the City’s core values and that enhances the quality of life for all.”



“My dream is an informed and inclusive dialog about how we resolve tradeoffs, because addressing any climate problem, addressing any equity problem, will require tradeoffs.”

Nives Dolšak, Director UW School of Marine and Environmental Affairs, Stan and Alta Barer Endowed Professorship in Sustainability Science

How the Process Works

State – **Growth Management Act** - statewide goals/policies



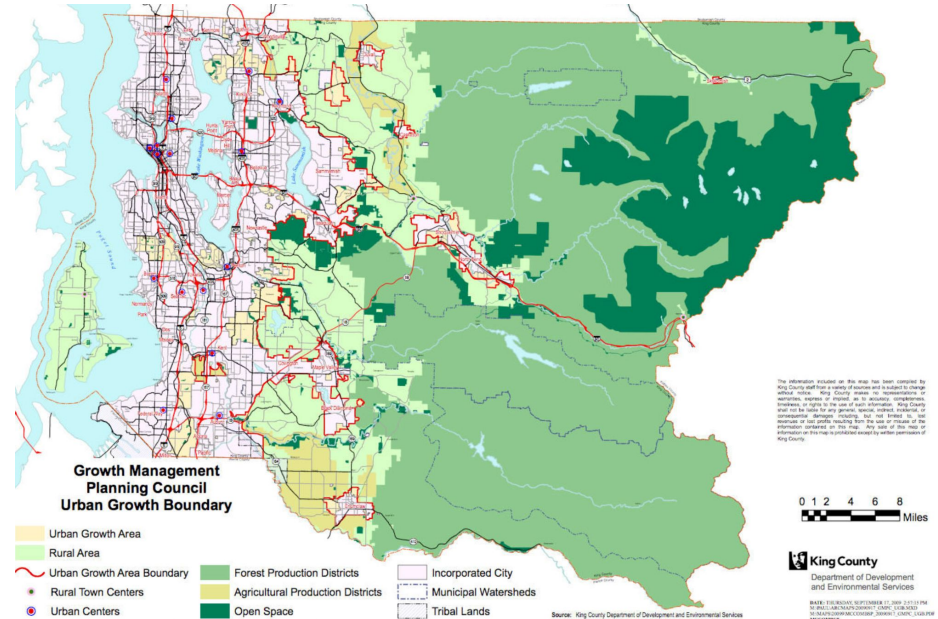
Regional – Puget Sound Regional Council **Vision 2050**



County – **Countywide Planning Policies**

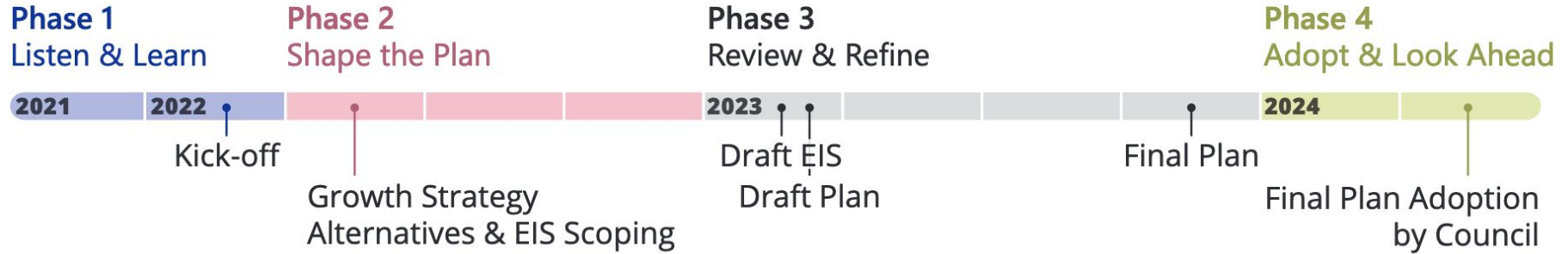


City – **Seattle Comprehensive Plan**



Timeline for Seattle's Comprehensive Plan

Project Timeline



All Regional cities are going through a similar process at about the same time

Historical Background

In 1865, indigenous people were forced out of Seattle. Prior to 1968 there was extensive redlining & racially restrictive covenants. North Seattle is a “sundown town”.

1923 – First Zoning law passed, multi-family buildings prohibited in 46% of the city

1947 & 1957 – Zoning revised, most of city now single family zoned

1970s & 1980s – Parking minimums added

1990’s – GMA & Urban Villages

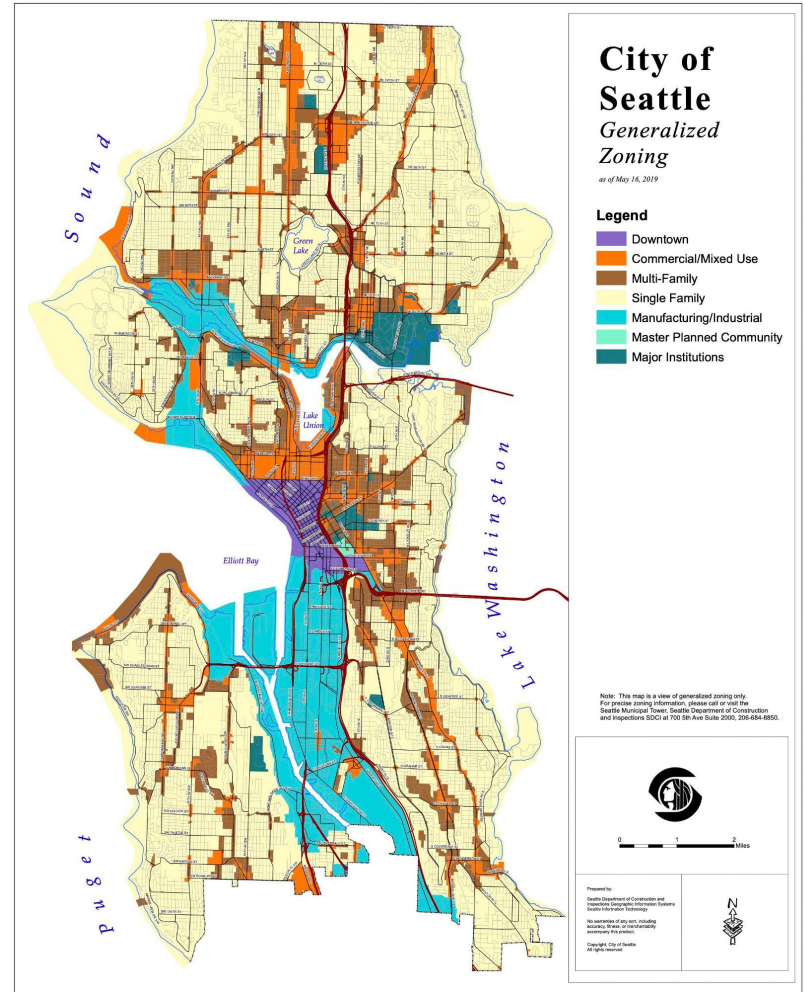
2014-2015 – Housing Affordability & Livability (HALA)

2019 – Redrew Urban Villages, Mandatory Housing Affordability (MHA) and backyard cottages

2021 – Racial Equity Analysis Report

Current Zoning Map

75% of residential land is single family
25% is multi-family or urban village



Demographic trends

Population continues to grow: 737,015 in 2020, up 21% since 2010

- Seattle now growing faster than suburbs

- Generation Y (population bulge) now approaching 30s

- Homeless population is increasing

Household size is shrinking: average is 2.05 in 2020

Fewer children as a percentage of total population

Possible future climate migration?

Market Trends

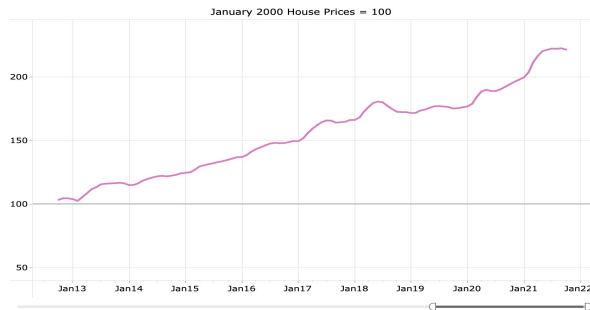
Housing prices (own & rent) continue to rise

Median single family now \$828.1K – increase of **14%** from 2020 to 2021

Pandemic reduced rents in 2020, but now they are again up **21%** from 2020 to 2021

Population growth is outpacing new home construction

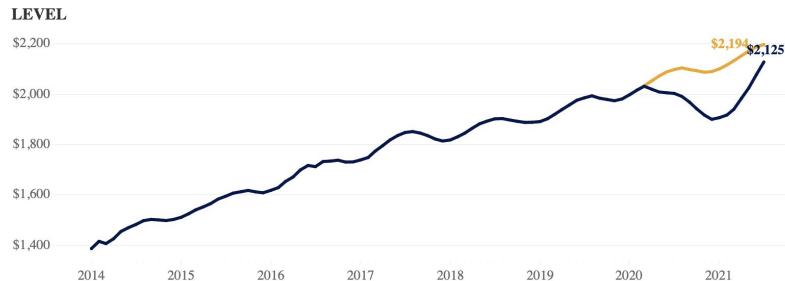
Seattle Area Home Price (Case-Schiller Index)



Source: S&P CoreLogic Case-Shiller Home Price Index, and U.S. Bureau of Labor Statistics (CPI-U Less Shelter)

John Wake, RealEstateDecoded.com

Seattle Area Rental Market (ZORI Index)

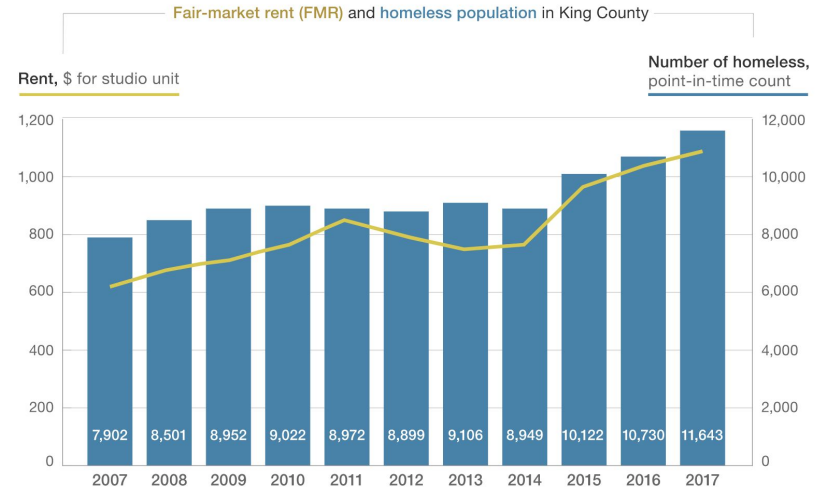
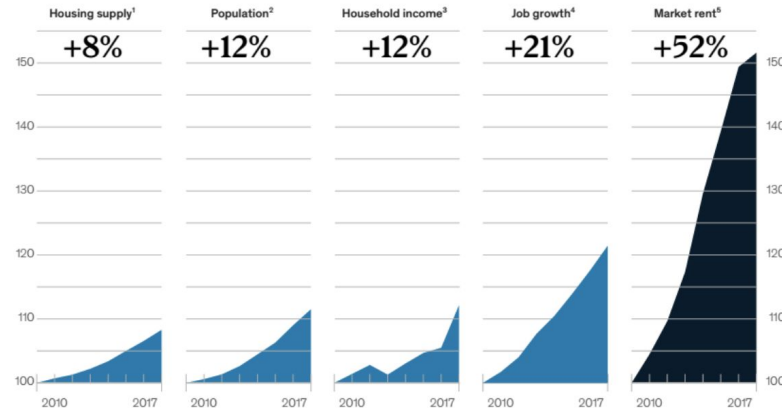


McKinsey Report on Causes of Homelessness

“The gap between housing supply and demand has driven up prices...changes to zoning and other actions to promote housing development across all levels of affordability are critical”

Housing supply and area household incomes in King County have not kept pace with job growth and rent increases.

Growth in King County, index (100 = 2010)



Why density is a climate issue

Density reduces emissions

Less energy to heat an apartment/condo than a single family house:

- Apartments have some interior walls
- Reduced square footage

Transportation needs are reduced:

- Trips are shorter on average
- Trips are more likely to be multi-modal

Transit is much cheaper to build and operate:

- Serve the same number of people with many fewer miles

Housing and Transportation Choices have big climate impacts

By 2050...the Puget Sound region's population is expected to reach 5.8 million people.

Where those people live and how they travel has an impact on climate change!

Estimated Annual Household Emissions in 2050

(per household from energy use and commuting to downtown Seattle)

18.68

mtCO₂e*



East King County Single
Family home + drive alone

8.16

mtCO₂e*



Existing Shoreline Single
Family home + drive alone

1.6

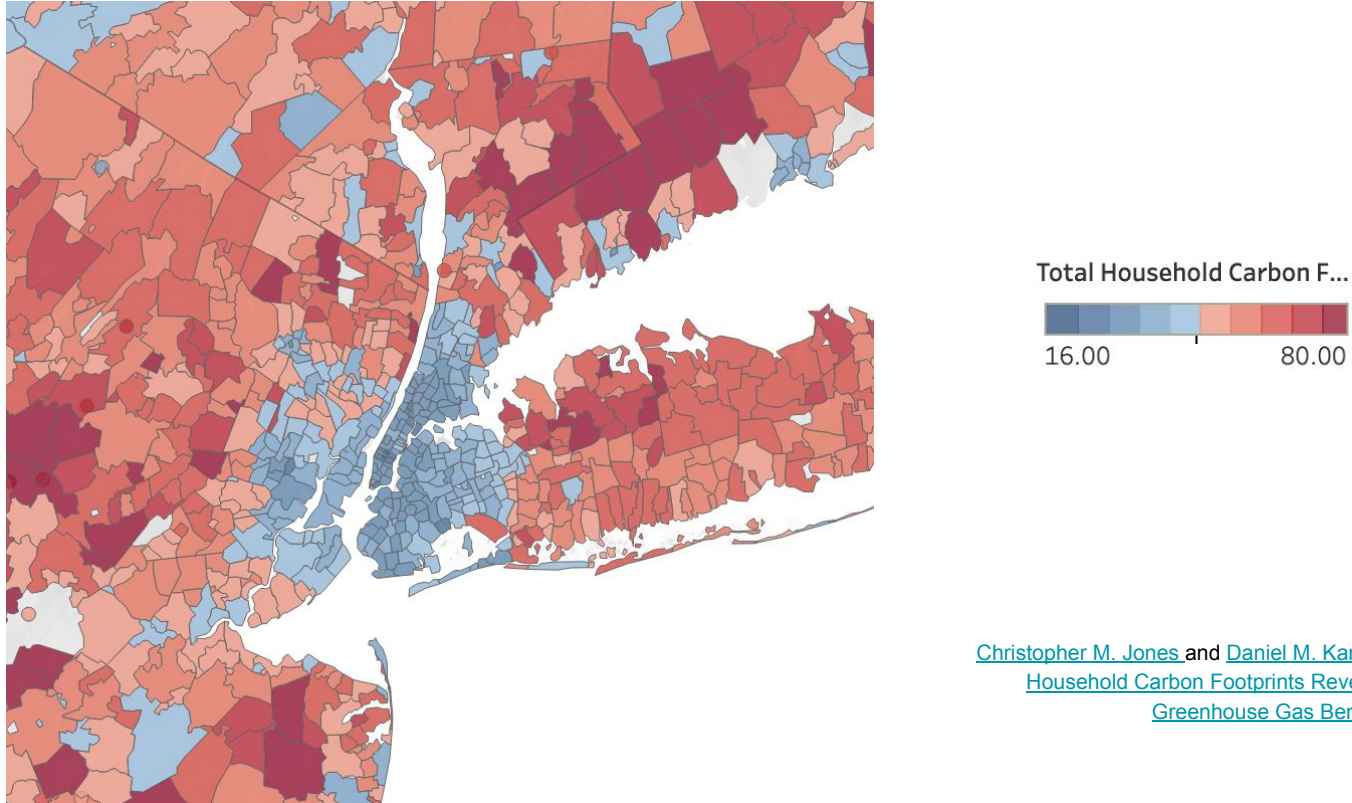
mtCO₂e*



Shoreline Green Building**
+ light rail commute

*mtCO₂e=metric tons of carbon dioxide equivalent ** new development in the station areas must meet green building standards

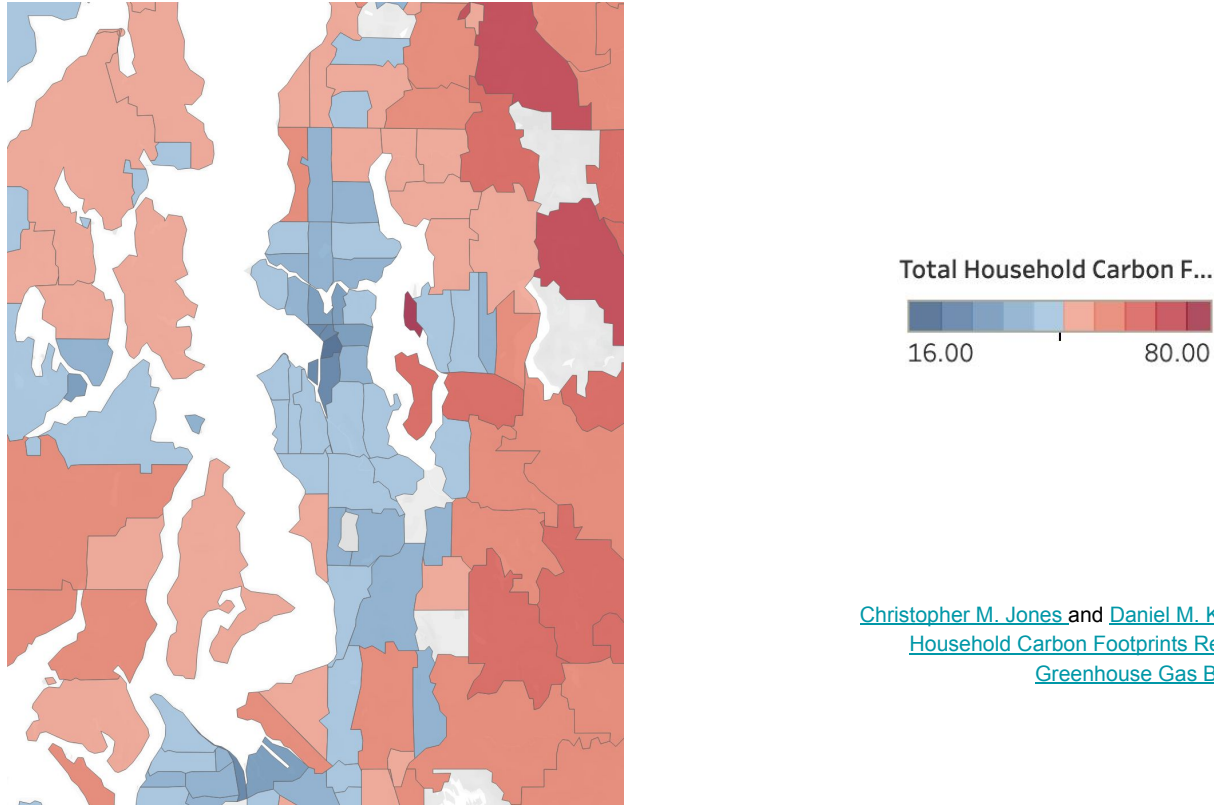
Carbon Footprint by Zip Code: New York City



from: Berkeley Cool Climate

[Christopher M. Jones](#) and [Daniel M. Kammen](#), [Spatial Distribution of U.S. Household Carbon Footprints Reveals Suburbanization Undermines Greenhouse Gas Benefits of Urban Population Density](#)

Carbon Footprint by Zip Code: Puget Sound



from: Berkeley Cool Climate

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15 Minute Community

Everyone can live within 15 minutes walk of their everyday needs: schools, jobs, retail, parks

Emphasizes the pedestrian experience

Neighborhoods are connected by transit and bike paths as well as roads

People who work in a neighborhood can afford to live there: police, teachers, grocery workers. Etc.

Everyone has access to open space in the city, and wilder space outside the city

Provisions that could accompany upzones

- Well-funded supportive housing
- Strong incentives for affordable housing
- Anti-displacement strategy
- Strong residential building code
- Updated tree ordinance

Around North America

Minneapolis: allow duplexes and triplexes on single family lots

Portland: allow 4-plexes, up to 6 if 2 are affordable housing

California: duplexes in all mid to large sized cities with anti-displacement provision

Massachusetts: rezoning within commuting distance of Boston

Tacoma, San Francisco, Toronto, Vancouver, BC: All voting on upzoning this year

Washington: upzone within ½ mile of major transit stops?

Choices

How many new households to allow?

What kind of experience will new people get?

Where will the households will be located?

- Enlarge existing Urban Villages

- Create new Urban Villages

- Redefine Neighborhood Residential

How are people going to get around?

- Which forms of transportation are prioritized

Policies we could advocate for

- Climate as an element in developing the Comprehensive Plan
- More density around frequent transit stops, especially Link
- More retail around transit stops
- Pedestrian friendly zones around transit stop
- Allow up to 4 households in “large box”/mega-mansion
- Allow up to 4 units, or 6 if 2 are permanently affordable
- Remove parking minimums
- Tree policy or tree rangers