

COMPROMISE PROPOSAL REGARDING A WEST GREEN LAKE "NEIGHBORHOOD CENTER"

PLEASE ADD YOUR NAME TO OUR LETTER IF YOU AGREE.

Send your request with your full name to compromiseproposal@westgreenlake.com and we will add your voice to ours.

THANK YOU.

Below is the compromise proposal and map we sent to District 6 Representative Dan Strauss and the City Council regarding designating West Green Lake as a "Neighborhood Center" as part of the Mayor's One Seattle Plan.

When we met with Dan Strauss on May 22nd, he suggested our next step was to draft a letter with detailed changes requested, as well as a map showing new zoning lines that meet our neighborhood goals for 1) responding to the need for more housing and more affordable housing, as well as 2) maintaining a viable, unspoiled lake for generations to come. Our compromise proposal is below.

Actually, we don't think West Green Lake, with a State Highway running right through it, is suitable as a Neighborhood Center as the City describes it.

That being said, however, our compromise ideas meet the vision of increasing density within 1/4 mile of a major transit stop, while protecting the lake with a buffer from the impact of high buildings and reduced green space.

Have a look at the letter and map below and thank you for taking the time to add your name in support of our compromise proposal.

Again, email compromiseproposal@westgreenlake.com to add your name.

June 11, 2025

Councilmember Dan Strauss

RE: West Green Lake Compromise with map included below

Dear Councilmember Strauss:

It appears that the city council is determined to move forward with a neighborhood center to increase density in the west Green Lake area. Given this reality, we make the proposal below concerning the boundaries of the neighborhood center and zoning changes that we believe will

improve the rationality of the plan for west Green Lake. We offer these amendments as a compromise.

We offer this compromise despite reasons to the contrary that we have repeatedly communicated to the council and the mayor. The west Green Lake area has never been appropriate for a neighborhood center because unlike the other neighborhood center proposals there is no existing area that would make daily amenities safely walkable in this location.

We believe the zoning changes proposed for west Green Lake area will not result in affordable housing, will not sufficiently provide for tree preservation, nor meet the policies in the One Seattle Plan. Also, for housing supply purposes, they are not needed given the changes resulting from HB 1110, HB 1491, and other housing initiatives already in progress.

The whole concept of neighborhood centers seems to be rendered unnecessary and obsolete by the passage of HB 1491. The city council should consider this new situation. Neighborhood center boundaries and the transit center areas of HB 1491 are duplicative and will therefore be the source of confusion.

The West Green Lake Compromise

Stick to high-capacity transit supported areas

The fundamental principle of our proposal is to limit increases in permitted densities and scale to areas supported by high-capacity transit. This is the policy intent in each of the recent state bills calling for greater densities within ¼ mile *walking distance* of major transit stops or high-capacity transit stations. (That is along sidewalks, not as the crow flies.) The Rapid Ride stop at 72nd street is a partial, one-way northbound stop with no downtown Seattle-bound access. Therefore, the neighborhood center should not be centered around this stop.

Encourage an improved environment along Aurora North

Centering the neighborhood center to the north provides the opportunity to encourage a better urban environment around and near Aurora Avenue North, an area in need of the city's attention with transportation design improvements already in progress.

Therefore, we propose to:

Amend the boundaries of the proposed neighborhood center as shown on the attached map including:

1. Move the neighborhood center to the north in order to center it within ¼-mile walking distance of the full bus stop at 76th and Aurora;

2. Extend the proposed increase to a 65-foot height limit in the commercial zones along Aurora Avenue North, from the mayor's proposed N 78th Street to N 81st Street. This extension is within ¼-mile of the bus stop at 76th and near the stop at 80th and Aurora. To support the commercial businesses in the extension area, retain the Commercial 1 zoning between N 80th and N 81st, rather than changing to NC3. Residential uses are permitted in the C1 as well as the NC3 zones, allowing increase of residential densities reduced from other areas.
3. Pull in the center boundaries to within ¼ mile walking distance of the 76th and Aurora stop including;
 - a. Exclude properties south of Linden Ave N and Winona Ave N. This will also serve to protect Green Lake, and minimize even greater traffic congestion in the area; and
 - b. Exclude properties west of Linden Ave N. This change will also serve to preserve an historically green, tree filled area that will provide middle housing under HB 1110 rules;
4. Limit changes in zone designations to within the neighborhood center boundaries, except in commercial zones adjacent to Aurora Ave North.
5. Provide the transitions in scale promised in the first version of the mayor's One Seattle Plan (spring 2024) but omitted from the October 2024 proposal. These transitions must be provided within the boundaries of the neighborhood center beginning with NR zoning, LR1 next to that, and progressing to LR3.
6. Amend the definitions proposed for the land use code to be certain that Major Transit Stops and Transit Station areas do not include areas with partial stops such as that at N 72nd Street, as follows:

Amend SMC 23.84A.036 "S" to add the following definition:

"Stops on a bus route operated by Sound Transit" means Rapid Ride bus stops providing, within 150 feet, two-way bus service to and from downtown Seattle."

7. Amend the definition of Major Transit Stop to match the definition in HB 1491. This change adds stops that are under construction, and omits stops funded and planned in a six-year transit plan. Planned projects can be unfunded when spending does not go according to plan, and plans can be amended without completing some planned elements. This is too uncertain a basis for establishing land use regulations.

Amend SMC 23.84A.025 "M" as follows:

"Major transit stop" means:

1. Stops on a bus route operated by Sound Transit;
2. Commuter rail stops;
3. Stops on light rail, street car, or trolley bus systems; and
4. Stops on bus rapid transit routes including those stops that are under construction. ~~((; and~~
- ~~5. Any future stop on a bus rapid transit route funded for development and projected for construction within an applicable six year transit plan under RCW 35.58.2795.))~~

Thank you in advance for advocating for this compromise proposal made in good faith.

West Green Lake Community Group

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