

# 1 Summary

The City of Seattle (City) has prepared this ~~draft~~ Final Environmental Impact Statement (EIS) to evaluate the potential environmental impacts of proposed changes to the City's Land Use Code intended to remove barriers to the creation of accessory dwelling units (ADUs). This EIS has been prepared to meet requirements of the Washington State Environmental Policy Act (SEPA, Chapter 43.21C Revised Code of Washington [RCW]).

This chapter summarizes the findings of this Final EIS, including description and analysis of a Preferred Alternative that combines elements of the action alternatives evaluated in the Draft EIS. This Final EIS also contains additional analysis of topics identified for further study based on Draft EIS comments.

This Final EIS identifies changes we have made to the text since issuing the Draft EIS with underline and ~~strikeout~~. Where an entirely new section or exhibit is added, we identify these more substantial changes with a note in the margin.

### Accessory Dwelling Units (ADUs)

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A detached accessory dwelling unit (DADU) is a secondary unit located in a separate structure from the principal dwelling unit (i.e., the main house).

DADUs are often called backyard cottages and carriage houses.

An attached accessory dwelling unit (AADU) is a secondary unit located within or connected to the main house. AADUs are often called in-law apartments, basement apartments, garden apartments, units or and granny flats.

## 1.1 Proposal Overview

The City proposes to change regulations in the Land Use Code to remove regulatory 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.

ADUs have been allowed citywide as part of a main house or in the backyard of lots in single-family zones since 1994 and 2010, respectively. The City's proposal would modify the rules that regulate when and where a property owner can create an ADU to make it easier for property owners to permit and build AADUs and DADUs. These policy changes would affect future development in Seattle's single-family zones.

We are using the EIS process to analyze potential changes to the Land Use Code to increase ADU production that will ultimately be proposed for action by the City Council. This Final EIS evaluates the two action alternatives included in the Draft EIS, Alternatives 2 and 3, and a Preferred Alternative. All action alternatives containing a range of potential changes to the Land Use Code. ~~The Final EIS may include modified alternatives or identify a preferred alternative. A modified or preferred alternative could combine elements of the Land Use Code changes proposed under Alternative 2 or Alternative 3.~~ The study area for this EIS includes land zoned single-family outside existing urban villages and urban village expansion areas studied in the Mandatory Housing Affordability (MHA) EIS.

## 1.2 Proposal Objective

A proposal's objective plays a key role in determining the range of alternatives considered and analyzed in an EIS. The objective guides the lead agency in selecting a preferred alternative and eliminates some alternatives from further consideration. The historical and planning context described in Chapter 3 informed the development of the proposal and its objectives. The proposal evaluated in this EIS follows staff review requested in Council Resolution 31547 and builds on the work of the Housing Affordability and Livability Agenda (HALA) Advisory Committee, whose final recommendations identified measures to boost ADU

production as one of several strategies for increasing housing choices in Seattle (HALA Advisory Committee 2015). 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.

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 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.

The objectives of this proposal of 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

## 1.3 Planning Context

In September 2014, the City Council adopted [Resolution 31547](#) (Seattle City Council 2014) directing Department of Planning and Development staff, now at the Office of Planning and Community Development (OPCD), to explore policy changes that would spur creation of both AADUs and

DADUs. Council directed OPCD staff to examine regulatory changes, incentives, and marketing and promotion strategies to boost ADU production. In response to the Council Resolution, OPCD proposed Land Use Code changes similar to changes analyzed in this EIS.

In May 2016, OPCD prepared an environmental checklist evaluating the potential environmental impacts of the proposed changes to the Land Use Code, and issued a determination of non-significance. The determination of non-significance 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). Based on the Hearing Examiner's decision, the Seattle City Council prepared this Environmental Impact Statement (EIS) in accordance with the Washington State Environmental Policy Act (SEPA).

Chapter 3 discusses the history of and context for the proposal in greater detail.

## **1.4 Environmental Impact Statement Process**

In May 2016, we 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 (Seattle 2016c). 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). Based on the Hearing Examiner's decision, the Seattle City Council, as the SEPA lead agency, has determined that this proposal may have significant adverse environmental impacts on the environment. An EIS is required under RCW 43.21C.030 (2)(c) and has been prepared in accordance with SEPA. The SEPA environmental review process includes the steps described below.

### **EIS SCOPING PROCESS**

The first step in the development of an EIS is called scoping. During the scoping process, agencies, tribes, local communities, organizations, and the public are invited to comment on factors that the EIS should analyze and consider. Specifically, the process is intended to collect input on the following topics:

- Reasonable range of alternatives
- Potentially affected resources and the extent of analysis for those resources
- Measures to avoid, minimize, and mitigate impacts of the proposal
- Potential cumulative impacts

The scoping period was announced via the proposal website, published in the City's Land Use Information Bulletin and in the *Daily Journal of Commerce*, and posted to an email listserv that we maintain. The original scoping period for the proposal was scheduled for 30 days from October 2 to November 1, 2017. Based on comments received during the scoping period, it was extended by an additional 15 days to close on November 16, 2017. We also hosted two public scoping meetings on October 17, 2017, in West Seattle and October 26, 2017, in Ballard. We accepted comments through an online comment form on the proposal website, by email, and via written letters and comment forms. In total, we received 1,048 scoping comments. The Accessory Dwelling Units Environmental Impact Statement Scoping Report documents the scoping process (Seattle 2018). As described below, we ~~will seek~~ collected further input during the Draft EIS public comment period.

## **DRAFT EIS PREPARATION, PUBLICATION, AND REVIEW**

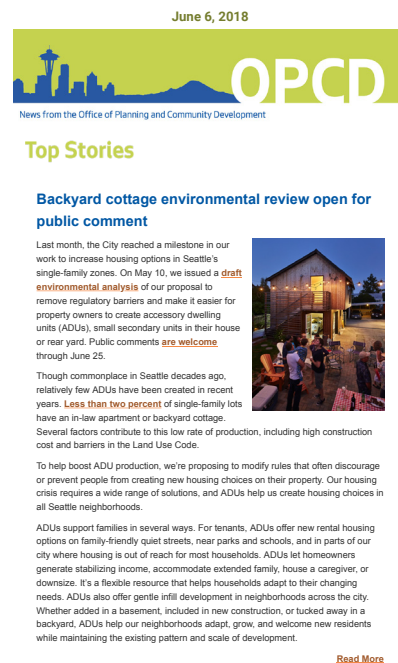
Following the completion of scoping, a Draft EIS is prepared. The purpose of an EIS is to provide an impartial discussion of the potential for significant environmental impacts and reasonable alternatives and mitigation measures that avoid or minimize adverse environmental impacts. The information in ~~this~~ the Draft EIS is was provided for review and comment by interested parties and ~~will also~~ helped us evaluate the proposal and develop the Preferred Alternative analyzed in this Final EIS.

We issued the Draft EIS on May 10, 2018, and announced its availability in the City's Land Use Information Bulletin and in the *Daily Journal of Commerce*. The document was posted on the project website at [seattle.gov/council/ADU-EIS](http://seattle.gov/council/ADU-EIS). We sent an email notification to the listserv we maintain and to everyone who had commented and provided their email address during the scoping period. As shown in Exhibit 1-1, we also publicized the Draft EIS in the OPCD newsletter and through the City's various social media channels.

We ~~will seek~~ collected comments from agencies, tribes, local communities, organizations, and the public during a 45-day comment period from May 10 to June 25, 2018. A public hearing ~~will be~~ was held on May 31, 2018. ~~The~~

hearing will be held at Seattle City Hall (600 4th Avenue, 1st floor) in the Bertha Knight Landes room. We will accept comments by mail, through an online comment form, via email, and at the public meeting (orally and in writing). Comments received during the comment period will be addressed in the Chapter 5 of this Final EIS.

## Exhibit 1-1 Draft EIS Announcements via Twitter and Email Newsletter



New in the FEIS Exhibit 1-1 is new in the Final EIS.

## FINAL EIS PUBLICATION

Following the Draft EIS comment period, we will issue the prepared this Final EIS. The This Final EIS will address comments received during the comment period and may include additional information and input received from agencies, tribes, local communities, organizations, and the public regarding the proposal. We will use the this Final EIS to inform the legislative process. The This Final EIS may include modified slight revisions to the action alternatives evaluated in the Draft EIS and identifies or identify a preferred alternative.

## 1.5 Summary of Issues of Concern

The December 2016 Hearing Examiner decision identified several issues of concern for additional analysis in this EIS. These include evaluating and focusing the impacts discussion on:

- Housing and Socioeconomics (Section 4.1)
- Land Use (Section 4.2)
- Aesthetics (Section 4.3)
- Parking and Transportation and (Section 4.4)
- Public Services and Utilities (Section 4.5)

No additional elements of the environment were identified as a result of the City's subsequent EIS scoping process. In addition, in the scoping notice for this EIS, we presented two potential alternatives: Alternative 1 (No Action) and Alternative 2 (the proposed Land Use Code changes). However, based on comments received during the scoping period, we added a second action alternative for evaluation in this the Draft EIS (Alternative 3). Alternative 3 considers more modest adjustments to the Land Use Code that emphasize allowing a variety of housing types while maintaining a scale compatible with existing development in single-family zones.

Based on the scoping comments received, the specific parameters considered under Alternative 3 include retaining the owner-occupancy requirement and eight-person maximum household size limit, adding MHA requirements incentives for affordable housing, requiring an off-street parking space for lots with a second ADU, and incorporating maximum floor area ratio (FAR) limits.

Based on the analysis contained in the Draft EIS and comments received during the public comment period, we evaluate a Preferred Alternative in this Final EIS. We outline each alternative further in Chapter 2.

## 1.6 Summary of Alternatives

This Final EIS analyzes three alternatives included in the Draft EIS and an additional Preferred Alternative. The City expects to prepare legislation implementing Land Use Code changes resembling the Preferred Alternative for City Council action. Further refinement to the proposal may occur through the Council's legislative process, during which time

there will be additional opportunities for public input. Any refinement to the proposal would be within the range of changes considered in this EIS.

This Final EIS considers four alternatives. Alternative 1 (No Action) assumes that the City makes no changes to the Land Use Code related to ADUs. ~~Alternatives 2, Alternative and 3, and the Preferred Alternative~~ all both assume implementation of Land Use Code changes that would increase the number of ADUs produced in Seattle's single-family zones. ~~Both~~ All action alternatives address regulations and policies frequently cited as barriers to creation of ADUs.

~~Alternatives 2, Alternative and 3, and the Preferred Alternative~~ differ in the scale and focus of the proposed changes. Alternative 2 represents ~~the broadest a broad~~ a broad range of changes to the Land Use Code intended to remove regulatory barriers to the creation of ADUs, similar to the draft proposal analyzed in May 2016 prior to the Hearing Examiner's decision. Alternative 3 considers more modest adjustments to the Land Use Code that emphasize maintaining the scale of existing development in single-family zones. The Preferred Alternative combines elements of Alternatives 2 and 3. Its composition reflects analysis contained in the Draft EIS and comments we received on that document during the comment period.

## 1.7 Summary of Impacts and Mitigation

This section provides a brief overview of the analysis for each element of the environment and then summarizes the potential impacts and mitigation measures proposed (see Exhibit 1-1). The potential impacts from the proposed Land Use Code changes are detailed in Chapter 4 of this EIS. We encourage readers to review the more comprehensive discussion of issues in Chapter 4 to formulate the most accurate impression of impacts associated with the alternatives.

To evaluate the potential impacts of the proposed Land Use Code changes, the housing and socioeconomics analysis in Section 4.1 evaluated the number of ADUs that could be created given the proposed Land Use Code changes under each alternative. Based on comments received on the Draft EIS, we slightly modified the methodology for estimating ADU production under each alternative. For this reason, the Final EIS includes updated estimates of ADUs created under all alternatives, not only the Preferred Alternative. These updates,



shown with underline and strikethrough throughout the document, reflect methodological updates described below.

The results of this analysis indicate that ~~both Alternatives 2, Alternative and 3, and the Preferred Alternative~~ would all increase the production of ADUs citywide compared to Alternative 1. Under Alternative 1 (No Action) we estimate that approximately ~~1,890~~ 1,970 ADUs would be created between 2018 and 2027. In comparison, we estimate that Alternative 2 would result in approximately ~~3,330~~ 4,280 ADUs over the same 10-year period, while Alternative 3 would result in approximately ~~3,100~~ 3,400 ADUs. The Preferred Alternative would result in 4,430 ADUs. We also found that ~~both Alternatives 2 and 3~~ all action alternatives are likely to reduce the number of teardowns of existing houses compared to Alternative 1 (No Action). We expect the overall number of teardowns to decrease from ~~2,610~~ 2,030 under Alternative 1 (No Action) to ~~2,460~~ 1,800 under Alternative 2, ~~and 2,220~~ 1,670 under Alternative 3, ~~and 1,580~~ under the Preferred Alternative, including fewer teardowns in lower-price neighborhoods specifically.

This rate of production of new ADUs and teardowns of existing houses was then applied to the analysis of the potential impacts to the elements of the environment evaluated in this EIS, including housing and socioeconomics; land use; aesthetics; parking and transportation; and public services and utilities. Exhibit 1-2 presents the approach to each analysis, potential impacts, and mitigation.

## 1.8 Methodology Updates Since Issuance of the Draft EIS

Central to this analysis are estimates of ADU production and single-family teardowns included in Section 4.1. Based on feedback received on the Draft EIS, we updated our methodology for calculating these estimates. We summarize these updates below. For complete details, see Section 4.1 and Appendix A.

### Considering potential cost reductions

In the Draft EIS, Alternative 2 contemplated a reduction of 10 percent in predevelopment costs for DADUs that represented potential reductions in permitting time and costs. Since publishing the Draft EIS, we have further refined the likely scenarios that could affect ADU costs. Because these potential cost reductions reflect possible City actions independent

### New in the FEIS

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Section 1.8 is new in the Final EIS.

of the proposed Land Use Code changes, we apply them in all alternatives in the Final EIS. They would proceed with or without the proposed action. The purpose of the EIS is to identify likely impacts of the proposal itself using our best estimate of the future. To develop conservative estimates (i.e., higher ADU production) we consider cost reductions as we evaluate future impacts. All alternatives in the Final EIS include reduced architecture/engineering fees and reduced permit fees resulting from possible City efforts to develop pre-approved DADU plans that save time and money for people building an ADU. All alternatives also contemplate lower construction costs for DADUs that could result from public- and private-sector-led efforts to reduce construction costs. Collectively, these cost reductions increase the relative feasibility of ADUs in our pro forma analysis, and we factor this change as part of the adjustment factors used in the ADU production model.

### **Identifying individual adjustment factors**

This EIS uses a deterministic model to estimate future ADU production and single-family teardowns based on the underlying factors that explain historical development outcomes. Because certain policies in the action alternatives that would affect ADU production are not present in the historical record, we need to adjust our ADU production estimates upward to account fully for the proposed policy changes. Exhibit A-39 of the Draft EIS summarized several adjustment factors included in our estimates of ADU production and single-family teardowns. Based on feedback on the Draft EIS, we have made two changes to these adjustment factors in this Final EIS. First, we itemize and quantify each adjustment factor individually, rather than summarizing the collective effects as a single percentage increase. Second, we modify the factors themselves to ensure we are conservatively estimating the potential increase in ADU production resulting from policy changes. See Exhibit A-46 in Appendix A for a full accounting of these adjustment factors.

### **Estimating effects of changing the owner-occupancy requirement**

One adjustment factor included in the Draft EIS accounted for the effect of removing the owner-occupancy requirement in Alternative 2. Since it is a new policy, we cannot estimate this effect based on the historical record. Instead, the Draft EIS adjusted ADU production estimates upward in part to account for this policy change. Based on feedback on the Draft EIS, we have improved our approach to this policy change in the Final EIS. Since removing the owner-occupancy requirement enables roughly one-fifth of study area lots to have an ADU, we consider this expanded

"universe" of eligible lots when estimating ADU production for Alternative 2 and the Preferred Alternative. This results in slightly higher ADU production estimates compared to the Draft EIS.

### **Incorporating ADUs produced through the BLOCK Project**

The BLOCK Project is an independent effort to address homelessness through ADUs. The BLOCK Project places small, off-grid DADUs (i.e., about 125 square feet) in the rear yards of homeowners who volunteer to house an individual experiencing homelessness. Though fully separate from the action evaluated in this Final EIS, we adjust our ADU production estimates upward in all alternatives to account for ADUs created through the BLOCK Project. Between 2018 and 2027, we use a conservative estimate of 100 additional DADUs.

Exhibit 1-2 Summary of Approach, Impacts, and Mitigation

**HOUSING AND SOCIOECONOMICS**

	Alternative 1 (No Action)	Alternative 2	Alternative 3	Preferred Alternative
<b>Approach</b>	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.			
<b>Impacts</b>	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 <u>compared to the action alternatives</u> . Alternative 1 (No Action) would result in marginally more teardowns than both action alternatives, resulting in greater potential for physical displacement.	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.	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. <del>Of the three alternatives</del> <u>Compared to Alternatives 1 and 2</u> , we estimate that Alternative 3 would result in <del>the fewest fewer</del> <u>fewer</u> teardowns, <del>giving it the the greatest potential to reduce</del> <u>reducing</u> physical displacement impacts.	<u>The beneficial impacts on housing affordability under the Preferred Alternative would be similar to, but slightly greater than, Alternative 2 since more ADUs would be created. Of the four alternatives, we estimate that the Preferred Alternative would result in the fewest teardowns, yielding the greatest potential to reduce physical displacement impacts.</u>
<b>Mitigation</b>	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.		

## LAND USE

	Alternative 1 (No Action)	Alternative 2	Alternative 3	Preferred Alternative
<b>Approach</b>	We evaluated the potential land use impacts by considering whether the proposed Land Use Code changes would result in changes to building density, population density, or scale that would be incompatible with existing development in Seattle's single-family zones.			
<b>Impacts</b>	We anticipate negligible impacts to building and population density from the ADUs constructed over time. There would be no change to the scale of ADUs allowed under existing Land Use Code regulations.	Minor impacts could occur from increases in building and population density. Likewise, Alternative 2 could result in minor changes in building scale from allowing slightly larger DADUs on smaller lots than currently allowed. Localized impacts could occur if ADU production is higher in a concentrated area, such as a particular block in the study area.	Minor impacts could occur from increases in building density and population density. Like Alternative 2, minor changes in building scale could result from allowing slightly larger DADUs on smaller lots than currently allowed. These changes would be slightly less than Alternative 2, as Alternative 3 includes a floor area ratio (FAR) limit that would limit the size of detached single-family houses. Localized impacts could occur if ADU production is higher in a concentrated area, such as a particular block in the study area.	<u>Similar to Alternatives 2 and 3, the Preferred Alternative could result in minor impacts from increases in building density and population density. Like Alternative 3, minor changes in building scale would be slightly less than Alternative 2, as the Preferred Alternative includes an FAR limit. Localized impacts could occur if ADU production is higher in a concentrated area, such as a particular block in the study area.</u>
<b>Mitigation</b>	n/a	No significant adverse impacts to land use are anticipated; therefore, no mitigation measures are proposed.		

## AESTHETICS

	Alternative 1 (No Action)	Alternative 2	Alternative 3	Preferred Alternative
<b>Approach</b>	We consider aesthetic impacts by evaluating how the proposed Land Use Code changes would affect the visual character of single-family zones. We analyzed the potential aesthetic impacts using three-dimensional visual modeling to illustrate the potential changes to the scale and form of development in the study area.			
<b>Impacts</b>	Compared to Alternatives 2 and 3, Alternative 1 (No Action) would result in more teardowns, more lots with large new houses, and fewer ADUs overall. Ongoing changes in aesthetics resulting from tearing down existing houses and rebuilding new houses would continue.	We do not anticipate that the increase in construction of ADUs and the decrease in the number of houses torn down when compared to Alternative 1 (No Action) would result in aesthetic impacts. Alternative 2 is not expected to result in a fundamental change in visual character of neighborhoods where additional ADUs would be constructed as new ADUs would likely be dispersed throughout neighborhoods in the city. If a concentration of ADUs did arise in a particular neighborhood, localized aesthetic impacts could occur but would be minor. The reduction in the number of houses torn down would help retain the existing overall aesthetic character of neighborhoods in the study area since new single-family houses erected following teardowns are often visually distinct from existing structures due to differences in architectural style, scale, and proportions.	Alternative 3 represents more modest changes to the Land Use Code when compared to Alternative 2. The aesthetics impacts from Alternative 3 would be very similar to, but slightly less than, those described under Alternative 2 due to the introduction of the FAR limit. <u>Like Alternative 2, a concentration of ADUs in a particular subarea or neighborhood could result in localized aesthetic impacts, but impacts would be minor.</u>	<u>Aesthetic impacts from the Preferred Alternative would be very similar to, but slightly less than, those described under Alternative 2. The introduction of the FAR limit would reduce aesthetic impacts that could result from construction of new single-family houses. Like Alternative 2, if a concentration of ADUs occurred in a particular subarea or neighborhood, localized aesthetic impacts could occur but would be minor. Similarly, fewer demolitions under the Preferred Alternative compared to all other alternatives would help retain the existing overall aesthetic character of neighborhoods in the study area.</u>
<b>Mitigation</b>	n/a	No significant adverse impacts to aesthetics are anticipated; therefore, no mitigation measures are proposed.		

## PARKING AND TRANSPORTATION

	Alternative 1 (No Action)	Alternative 2	Alternative 3	Preferred Alternative
<b>Approach</b>	<p><i>Parking.</i> We compared the existing availability of on-street parking with the expected increase in demand for on-street parking under each alternative. We assumed that on-street parking utilization would not become an issue until parking utilization exceeded 85 percent.</p> <p><i>Transportation.</i> We considered how the overall changes in population anticipated under each alternative would affect the service levels of existing transportation networks in the context of the growth and impacts considered in the Comprehensive Plan EIS (Seattle 2016b).</p>			
<b>Impacts</b>	<p><i>Parking.</i> ADU production would not have a significant adverse impact on the availability of on-street parking throughout the study area.</p> <p><i>Transportation.</i> The impacts to the transportation system would not differ from those described in the Comprehensive Plan EIS, which found that there would not be significant impacts to the transportation network.</p>	<p><i>Parking.</i> We do not expect increased parking demand resulting from ADU production to exceed existing on-street parking availability under typical conditions. However, there may be some specific blocks within the study area where on-street parking utilization does, or will in the future, exceed parking supply. In those instances, some localized impacts on the availability of on-street parking may occur.</p> <p><i>Transportation.</i> The impacts to the transportation system would not differ from those described in the Comprehensive Plan EIS, which found that there would not be significant impacts to the transportation network.</p>	<p><i>Parking.</i> We do not expect increased parking demand resulting from ADU production to exceed existing on-street parking availability under typical conditions. However, there may be some specific blocks within the study area where on-street parking utilization does, or will in the future, exceed parking supply. In those instances, some localized impacts on the availability of on-street parking may occur.</p> <p><i>Transportation.</i> The impacts to the transportation system would not differ from those described in the Comprehensive Plan EIS, which found that there would not be significant impacts to the transportation network.</p>	<p><i>Parking.</i> <u>The parking impacts from the Preferred Alternative would be very similar to, but slightly greater than, those described under Alternative 2 due to slightly higher ADU production (we estimate the Preferred Alternative would result in 150 more ADUs compared to Alternative 2). On some specific blocks in the study area where on-street parking utilization does, or will in the future, exceed parking supply, localized impacts on the availability of on-street parking could occur.</u></p> <p><i>Transportation.</i> <u>The impacts to the transportation system would not differ from those described in the Comprehensive Plan EIS, which found that there would not be significant impacts to the transportation network.</u></p>
<b>Mitigation</b>	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

	Alternative 1 (No Action)	Alternative 2	Alternative 3	Preferred Alternative
<b>Approach</b>	We evaluated potential impacts to public services and utilities by considering the overall changes in population anticipated under each alternative relative to the existing service levels for each public service and utility.			
<b>Impacts</b>	<p>Development of ADUs would continue as under existing conditions. Overall demand for public services and utilities would continue to increase with population growth; however, Seattle Public Utilities, Seattle City Light, Seattle Public Schools, Seattle Police Department, and Seattle Fire Department, anticipate and continue to plan for this growth.</p> <p><u>Overall, increased sewer demand resulting from ADU construction will not substantially impact sewer capacity. In some specific locations within the study area, the existing wastewater system may already be at or exceed capacity. A large concentration of ADUs constructed in an area tributary to these problems could yield a corresponding rise in sanitary sewer overflows (SSO).</u></p>	<p>Alternative 2 could result in about <del>2,160</del> <u>3,465</u> additional ADU residents over 10 years compared to Alternative 1 (No Action). Even if this resulted in a corresponding increase of <del>2,160</del> <u>3,465</u> new Seattle residents, we do not anticipate this growth would result in impacts on the ability of Seattle Public Utilities, Seattle City Light, Seattle Public Schools, Seattle Police Department, and Seattle Fire Department to provide service.</p> <p><u>Overall, increased sewer demand resulting from ADU construction will not substantially impact sewer capacity. In some specific locations within the study area, the existing wastewater system may already be at or exceed capacity. A large concentration of ADUs constructed in an area tributary to these problems could yield a corresponding rise in sanitary sewer overflows (SSO).</u></p>	<p>Alternative 2 could result in about <del>4,815</del> <u>2,145</u> additional ADU residents over 10 years compared to Alternative 1 (No Action). Even if this resulted in a corresponding increase of <del>4,815</del> <u>2,145</u> new Seattle residents, we do not anticipate this growth would result in impacts on the ability of Seattle Public Utilities, Seattle City Light, Seattle Public Schools, Seattle Police Department, and Seattle Fire Department to provide service.</p> <p><u>Overall, increased sewer demand resulting from ADU construction will not substantially impact sewer capacity. In some specific locations within the study area, the existing wastewater system may already be at or exceed capacity. A large concentration of ADUs constructed in an area tributary to these problems could yield a corresponding rise in sanitary sewer overflows (SSO).</u></p>	<p><u>The Preferred Alternative could result in about 3,690 additional ADU residents over 10 years compared to Alternative 1 (No Action). Even if this resulted in a corresponding increase of 3,690 new Seattle residents, we do not anticipate this growth would result in impacts on the ability of Seattle Public Utilities, Seattle City Light, Seattle Public Schools, Seattle Police Department, and Seattle Fire Department to provide service.</u></p> <p><u>Overall, increased sewer demand resulting from ADU construction will not substantially impact sewer capacity. In some specific locations within the study area, the existing wastewater system may already be at or exceed capacity. A large concentration of ADUs constructed in an area tributary to these problems could yield a corresponding rise in sanitary sewer overflows (SSO).</u></p>
<b>Mitigation</b>	n/a	No significant adverse impacts are anticipated to public services and utilities; therefore, no mitigation measures are proposed.		



## 1.9 Cumulative Impacts

SEPA requires that the City consider the cumulative impacts of the proposal in this EIS ([WAC 197-11-060](#)). A cumulative impact is defined as the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions occurring during a determined timeframe. In this cumulative impact analysis, we consider the proposed Land Use Code changes in the context of the historical, continuing, and future development in single-family zones in the study area of the EIS. There are no other planned code or zoning changes to single-family zones in the study area that would change the present development conditions. Therefore, we did not consider any reasonably foreseeable future actions in this analysis. The effects analysis that follows in Chapter 4 considers the existing and continuing development environment in Seattle. The impacts reported in Chapter 4 would be negligible when considered in the context of changes occurring throughout the city. Therefore, we do not anticipate cumulative impacts due to the proposed Land Use Code changes.

## 1.10 Benefits and Disadvantages of Delaying Implementation

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, and utilities impacts would also be delayed. Implementation of this proposal would not preclude implementation of another proposal in the future.

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