I. SUMMARY OF PROPOSAL & ALTERNATIVES, ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This section provides a brief summary of the environmental information contained in the Northgate CTIP Draft EIS. The summary describes the framework for the planning process and provides an overview of the issues, impacts, and mitigation measures analyzed for the Proposed Action and alternatives.

The summary is concise and is selective. For more complete information concerning environmental and mitigation measures, please refer to the appropriate sections(s) within the Draft EIS.

A. Proposed Action and Alternatives

Proposed Action – Draft CTIP

The Proposed Action by the City of Seattle Department of Transportation is developing and implementing a Coordinated Transportation Investment Plan (CTIP) for the Northgate area. The study area is generally located in north central Seattle and generally bounded by N/NE 130th Street on the north, Lake City Way on the east, N/NE 85th Street on the south, and Ashworth Avenue on the west. The Northgate Urban Center, designated in the City's Comprehensive Plan, is located in the core of the study area.

The CTIP is a facility plan that would implement the Northgate vision, goals and policies of the City's Comprehensive Plan. The CTIP's goals include (1) moving people safely and efficiently, (2) reducing drive-alone travel, (3) protecting residential neighborhoods, and (4) supporting planned housing and economic development. It recommends sixty-three improvements that address all components of the transportation system – auto, transit, pedestrian and bicycle. Improvements, which are still conceptual in nature, are prioritized as "high", "mid-level" and "long-range"; they are scheduled in a manner that will balance multiple transportation system needs (pedestrian, bicycle, vehicle, and transit) by 2030, and accomplish the CTIP's four goals.

Other CTIP recommendations include consideration of a range of transportation financing mechanisms, including a fee-based mitigation system and use of additional authorized revenues. City-wide parking standards would also be applied in the Northgate Urban Center's Overlay District.

An area-wide transportation analysis, included in Appendix A, documents existing conditions in the study area and evaluates the effectiveness of the CTIP's recommendations in 2010 and 2030.

Alternative (*No Action)*

The *No Action* alternative would mean that the CTIP would not be adopted or used as the basis for planning, coordinating, financing and programming transportation improvements in Northgate to support long-term growth. SDOT would follow its usual procedures for identifying and proposing needed improvements, and projects would be implemented as funding becomes available. The City would continue to rely on project-by-project SEPA review and mitigation as a means of funding and constructing improvements. There would be less certainty about the City's ability to support planned growth in the long-term in Northgate. Without a long-range plan, improvements might not keep pace with growth, and the transportation system would deteriorate and inhibit achievement of the City's vision for Northgate.

Environmental Review

Scope of CTIP EIS

Programmatic EIS. EISs for plans, policies, and programs – like the CTIP – are referred to as "programmatic" or non-project documents. These types of government actions are usually broad in scope and area, and the analysis in programmatic EISs is also broad in scope and general in nature. The draft CTIP's sixty-three recommended transportation improvements, and their estimated costs, are defined at a conceptual, pre-design level at this time, and the EIS analysis does not contain project level detail.

Direct, Indirect and Cumulative Impacts. The Draft EIS examines the direct, indirect and cumulative impacts of the CTIP. By itself, the CTIP will not have any direct adverse effects on the environment. The CTIP is a package of coordinated transportation improvements which, if implemented, would help achieve the vision and growth planned for the Northgate area. The CTIP would not modify adopted Northgate policies, or change land use, zoning or adopted development regulations.

Assuming implementation of recommended improvements, the CTIP would improve Northgate's transportation system over time and provide some of the infrastructure needed to support the housing and economic growth that is targeted to occur. Without some improvements to the transportation system, congestion would worsen and growth would likely become constrained. Indirectly, therefore, the CTIP is a step in enabling planned growth to occur with reduced impacts.

A number of positive impacts would occur from the CTIP. Recommended pedestrian, bicycle and transit improvements would all reduce drive-alone trips, which would reduce traffic congestion (reflected in intersection and corridor levels of service), improve safety and facilitate more walking and biking between destinations in Northgate.

The analysis in the CTIP EIS addresses cumulative planned growth of the Northgate area. This growth is assumed to occur with or without the CTIP; much of the near –term growth consists of planned and pipeline development projects, which are shown by type

below. The EIS also updates Northgate's population and employment forecasts to be consistent with City of Seattle Comprehensive Plan 2024 growth targets.

Northgate Planned & Pipeline Projects [1]

Development Type	2010 [2]	2030
Residential Units [3]	1,559	820
Retail/Service (square feet) [4]	310,000	56,000
Hotel Rooms	135	170
Theater (seats)	3,260	
Commercial (square feet)	100,000	9,000
Medical Office (square feet)	68,000	
Community Facilities (square feet)	30,000	

1. Pipeline development projects include the Northgate Park, Community Center & Library, Northgate Mall expansion, Northgate Commons, King County TOD, Wallace, Mullally, Kauri, and Northgate Medical Pavilion.
2. Includes development currently approved and/or under construction as of the date of preparation of the CTIP traffic analysis and the Draft EIS.
3. Includes rental, condominiums, and senior housing.
4. Includes restaurants, health club, and daycare uses.

Phased Environmental Review. SDOT is using phased environmental review to address the impacts of individual CTIP recommended improvements, consistent with WAC 197-11-060 (5). Future environmental review will be performed, as appropriate, for specific projects when they are designed, funded and proposed for implementation. At that time, affected elements of the environment can be identified and evaluated in greater detail.

Possible impacts associated with some elements of the environment – such as stormwater runoff and noise – are either addressed in adopted regulations (e.g., stormwater), have been evaluated previously (e.g., noise impacts, considered in the EIS for the City's Comprehensive Plan, and addressed by adopted regulations), and/or cannot be evaluated in detail at this time (e.g., air quality) because individual projects have not been designed and programmed. Indirectly, the CTIP's recommendations, if implemented, could result in reduced traffic congestion and associated noise and air quality impacts.

B. Summary of Significant Impacts of the Alternatives

Table S-1 summarizes the significant environmental impacts, mitigation measures and significant unavoidable adverse impacts identified in the Draft EIS for the following elements of the environment:

- Land Use
- Housing and Employment
- Transportation
- Air Quality

Please see the respective section in this Draft EIS for further details concerning impacts and mitigation measures.

Table S-1.
Summary of Significant Environmental Impacts

Environmental Element	*Proposed Action*	*No Action Alternative*
Land Use	The CTIP would not cause any direct impacts to land use. Indirectly, the CTIP would support and facilitate the type and amount of growth targeted to occur in Northgate. Near- term development independent of the CTIP is anticipated to include retail expansion, transit-oriented development, mixed-use developments, and transit improvements. Most housing development would occur in the Urban Center. In general, land uses would be more varied and intense than current land uses, consistent with adopted plans and policies. The study area would continue its transition to a compact, vital, mixed-use core area surrounded by stable residential neighborhoods.	The *No Action Alternative* assumes that the same amount of growth would occur in Northgate, but the CTIP's recommended transportation improvements would not be implemented. Traffic improvements would occur primarily in conjunction with individual development projects. Traffic congestion would worsen and could constrain growth. Without the certainty provided by a long-range transportation improvement plan, future property owners may be reluctant to invest in Northgate's growth, which would hinder the desired transformation of the Urban Center. A portion of planned growth could be diverted to other neighborhoods within the City, or to other cities or unincorporated areas in the region and could affect the timing or amount of growth, and the need for transportation improvements within those areas. Greater development pressure could also occur on rural lands.
Housing and Employment	Implementation of the CTIP would support development of pipeline projects within the study area; more than one-half of Northgate's housing and employment targets could be met by 2010. Housing would be primarily in mixed-use development located in the Urban Center. Implementation of the CTIP's recommended projects will improve the transportation system and demonstrate a public financial commitment to the Northgate vision, which would provide positive support to housing and employment land uses.	Without the CTIP the transportation system may not be able to support planned growth without significant congestion and unacceptable delays, which could become a deterrent to the development of housing and commercial activity. Growth could be displaced to other parts of the City or to other jurisdictions in the region. This could place stress on the housing supply and infrastructure in other neighborhoods, cities or counties.

Environmental Element	*Proposed Action*	*No Action Alternative*
Transportation, Circulation & Parking	Traffic in Northgate will increase as a result of housing and employment growth. Measured by the ability to maintain level of service (LOS) benchmarks, the CTIP would result in the study area transportation system functioning better with CTIP improvements than without them. Even with the extensive recommended improvements, some study area intersections would still operate below acceptable LOS in 2010 and 2030. *Year 2010* Some signalized intersections would operate at an improved level of service as a result of the CTIP improvements, although four unsignalized intersections would continue to operate at LOS F. Average speeds and LOS along major corridors in the study area would remain substantially unchanged. Several of the recommended improvements involve sidewalks and pedestrian crossings and will encourage non-motorized modes of transportation and some driving may be reduced. *Year 2030* Northgate Way would be heavily congested in the study area even with the CTIP recommended improvements. The average travel speeds in most corridors would continue to be slow. Seven study area intersections would operate at LOS E, four of which are located along Northgate Way (at 1st Ave NE, 3rd Ave NE, 5th Ave NE and Roosevelt Way). One signalized intersection (Northgate Way/Meridian Ave N) would operate at LOS F. Most unsignalized intersections would operate satisfactorily; two (125th Street NE/5th Ave NE, and College Way N/92nd Street N) would operate at LOS E or lower in 2030.	*Year 2010* Two signalized intersections along Northgate way would operate at LOS F (at Meridian Avenue N and at 5th Avenue NE), but all other intersection on Northgate Way would operate at LOS D or better. Five unsignalized intersections in the study area would operate at LOS F on one of the stop approaches: I-5 northbound off ramp/5th Avenue NE, 15th Avenue NE/Pinehurst Way, NE 100th Street/3rd Avenue NE, NE 92nd Street/1st Avenue NE and N 92nd Street/College Way. Average speeds on most arterials would decrease from existing levels. *Year 2030* Average travel speeds on all arterials would be slower than the existing conditions. Northgate Way would be heavily congested between Meridian Ave. N and Roosevelt Way NE even if all intersections in this segment are interconnected and optimized. Five of the seven signalized intersections along Northgate Way would operate at LOS E and LOS F: Meridian Avenue N, 1st Avenue NE, 3rd Avenue NE, 15th Avenue NE and Roosevelt Way NE. Five unsignalized intersections would operate at LOS F and would experience unacceptable delays in 2030: I-5 northbound off ramp/5th Avenue NE, 15th Avenue NE/Pinehurst Way, NE 100th Street/3rd Avenue NE, and NE 92nd Street/1st Avenue NE and N92nd Street/College Way.

Environmental Element	*Proposed Action*	*No Action Alternative*
Air Quality	*Construction Impacts* During any construction activities, dust from excavation and grading would contribute to localized increases in ambient concentrations of suspended particulate matter. Construction trucks and other equipment would emit air pollutants that would slightly degrade local air quality although emissions would be far outweighed by emissions from traffic around and within the study area. Some short-term odorous emissions would be anticipated during construction phases, particularly during paving operations using tar and asphalt. Construction equipment and material hauling could affect traffic flow in the study area and reduce travel speeds in the area increasing general traffic related emissions. *Operational Impacts* With implementation of the CTIP, air quality would likely remain the same or possibly improve somewhat as a result of less congestion and reduced delay near most intersections and implementation of the CTIP improvements would not have adverse impacts on air quality in the study area.	*Construction Impacts* Future changes and improvements would be limited to those already proposed. Construction of any projects would result in the same potential for air quality impacts as for the *Proposed Action.* *Operational Impacts* Traffic related pollutant emissions would likely be higher than the Proposed Action because of increased congestion in the study area.

C. Summary of Mitigation Measures

Environmental Element	*Proposed Action*	*No Action Alternative*
Transportation, Circulation & Parking	The CTIP is a long-range, prioritized facility plan that is intended to address and mitigate the impacts of future growth in Northgate, consistent with adopted City policies. It would not generate significant adverse impacts and no mitigation measures are required. In addition to recommended physical improvements, the CTIP identifies a number of programmatic measures that could further address transportation issues, including: ■ Pursue new, authorized revenues sources for transportation improvements. ■ Implement a transportation mitigation payment program, to generate revenues for recommended improvements that support new growth. ■ Facilitate development of a "parking brokerage" function to efficiently allocate parking needs through shared use of parking spaces. ■ Consider parking code changes consistent with city-wide policy that would: allow shared parking between retail and other uses, consistent with city-wide policy; and allow reductions in minimum parking requirements for non-residential and residential uses. The CTIP also recognizes strong community support for a pedestrian/bicycle bridge over I-5. The time required for planning and implementing this project is uncertain at this time. Developing the project concept in detail will involve working cooperatively and intensively with Northgate stakeholders and state and regional transportation agencies, and identifying sufficient funding sources.	No area-wide plan for mitigation would be developed or implemented. Mitigation would occur through case-by-case review and conditioning of projects pursuant to SEPA, and through any new transportation improvements that are proposed in Northgate in the future.

Environmental Element	*Proposed Action*	*No Action Alternative*
Air Quality	■ Use only equipment and trucks that are maintained in optimal operational condition. ■ Require all off road equipment to be retrofit with emission reduction equipment (i.e., require participated in Puget Sound region Diesel Solutions by project sponsors and contractors). ■ Use bio diesel or other lower-emission fuels for vehicles and equipment. ■ Use car pooling or other trip reduction strategies for construction workers. ■ Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction. ■ Implement construction curbs on hot days when region is at risk for exceeding the ozone NAAQS, and work at night instead. ■ Implement restrictions on constriction truck idling ■ Located construction equipment away from sensitive receptors such as fresh air intakes to buildings, air conditions, and sensitive populations. ■ Locate construction staging zones where diesel emissions. ■ won't be noticeable to the public or near sensitive populations such as the elderly and the young. ■ Spray exposed soil with water and other suppressant to reduce emissions and M10 and deposition of particulate matter. ■ Pave or use gravel on staging areas and roads that would be exposed for long periods. ■ Cover all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard to reduce particulate emissions and deposition during transport. ■ Provide wheel washers to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways.	No mitigation is proposed at this time. Mitigation would occur primarily through the review and conditioning of individual project proposals

Environmental Element	*Proposed Action*	*No Action Alternative*
	■ Remove particulate matter deposited on paved, public roads, sidewalks, and bicycle and pedestrian paths to reduce mud and dust; sweep and wash streets continuously to reduce emissions. ■ Cover dirt, gravel, and debris piles as needed to reduce dust and wind blown debris. ■ Route and schedule construction trucks to reduce delays to traffic during peak travel times to reduce air quality impacts caused by a reduction in traffic speeds.	

E. Significant Unavoidable Adverse Impacts

With implementation of the CTIP and the mitigation measures noted previously, no significant unavoidable adverse impacts are anticipated as a result of the *Proposed Action*. As noted previously, the CTIP is a long-range facility plan that is intended to mitigate the impacts of future growth in Northgate.

Based on the CTIP's assumptions about forecast growth and the EISs analysis of future conditions, some intersections would operate at unacceptable levels of service in 2010 and 2030. However, it is hypothetically possible to identify a program of improvements and funding and, therefore, to reduce or avoid these impacts. This may not be financially feasible as a practical matter absent new revenue sources and without some shifting of the CTIP's focus towards auto-oriented improvements. Emphasizing one mode of transportation over another, however, would be counter to the CTIP's goal of achieving a balanced transportation system.

F. Major Conclusions, Areas of Controversy and Issues to be Resolved

The City's Comprehensive Plan sets forth a vision for the future growth and transformation of Northgate Urban Center, which is intended to be characterized by an intensive and compact mix of land uses served by a multi-modal transportation system. Substantial future growth is targeted for Northgate and major investments in transportation infrastructure will be necessary to support that growth. A significant amount of near-term growth in Northgate is reflected in "pipeline" projects, which are assumed to occur.

There is currently no comprehensive or coordinated implementation plan for Northgate that addresses transportation needs. Without such a plan, improvements will primarily occur in response to development projects and as a result of SEPA review and mitigation.

Area-wide traffic analysis indicates that without improvements, congestion and delays will worsen at most study area intersections. Travel in and through Northgate will become inconvenient and could make the area unattractive for investment. If this occurred, growth could be displaced to other City neighborhoods, to other cities or to unincorporated areas in King County or the broader region.

The CTIP recommends sixty-three improvements which are intended to move people safely and efficiently, reduce drive-alone travel, protect residential neighborhoods, and support planned housing and economic development. CTIP recommendations are balanced among all transportation modes (auto, transit, pedestrian and bicycle); and would prioritize and address needs over time. The improvement program assumes that Northgate could reasonably be expected to receive a proportional share of future city-wide transportation funding. It also identifies a number of enhancements to existing revenues and a program to partially fund Northgate improvements through a mitigation fee program.

The Draft EIS does not identify any significant adverse environmental impacts associated with the CTIP. The CTIP is a facility plan that would address and mitigate transportation related impacts of growth. Indirectly, therefore, the CTIP would support this growth and facilitate accomplishment of the Comprehensive Plan's Northgate goals and policies.

Other approaches to prioritizing transportation improvements are possible. Such approaches could emphasize one or another aspect of Northgate's transportation system. Or, it could focus on one transportation mode in the near-term and another in the long-term. As noted previously, emphasizing one mode of transportation over another, could interfere with achieving a balanced transportation system.

Alternative approaches to level of service are possible as well. It could be suggested, for example, that higher levels of congestion (and lower levels of service) should be tolerated in Urban Centers as a disincentive to drive-alone auto travel and a means to encourage greater use of public transit. Since the CTIP level of service benchmark is E, a higher level of congestion could result in some intersections or corridors operating at LOS F.