

Seattle

2035

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 City of Seattle
Office of Planning & Community Development



**FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR THE SEATTLE COMPREHENSIVE PLAN UPDATE**

MAY 5, 2016

FINAL ENVIRONMENTAL IMPACT STATEMENT

for the

SEATTLE COMPREHENSIVE PLAN

Preparation of this EIS is the responsibility of the City of Seattle. As Lead Agency, the City is responsible for SEPA compliance and based on the scoping process has directed the areas of research and analysis that were undertaken in preparation of this EIS. This Draft EIS is not an authorization for an action, nor does it constitute a decision or a recommendation for an action. In its final form—as a Final EIS—it will accompany the Proposed Action and will be considered in making final decisions concerning proposed options for Comprehensive Plan policy and code amendments.

Date of Final EIS Issuance:

May 5, 2016

*Please refer to the City's website
(www.2035.seattle.gov) for more
information.*





City of Seattle

Edward B. Murray, Mayor

Department of Construction and Inspections

Nathan Torgelson, Director

May 5, 2016

Dear Affected Agencies, Organizations, and Interested Parties:

The City of Seattle is pleased to release the Final Environmental Impact Statement (Final EIS) for the Seattle Comprehensive Plan Update. The proposal considered in this EIS consists of text and map amendments to the Comprehensive Plan that would guide the location of 70,000 new housing units and 115,000 new jobs in Seattle through 2035 and influence the manner in which the City conducts its operations to promote and achieve other goals, such as those related to public health, safety, welfare, service delivery, environmental sustainability and race and social equity.

The City is also considering the use of State Environmental Policy Act (SEPA) mixed use and residential infill exemption provisions, as described in this Final EIS.

The **Draft EIS** considered three action alternatives and one no-action alternative (Alternative 1), each representing different approaches to allocating city-wide growth within the framework of the City's adopted urban village strategy. Alternatives included:

1. Continue current growth distribution trends (No Action)
2. Guide growth to urban centers
3. Guide growth to urban villages near light rail
4. Guide growth to urban villages near transit

This **Final EIS** considers a Preferred Alternative, which is generally similar to Draft EIS Alternative 4, but differs from Alternative 4 in that it reduces future growth estimates for several of the urban villages where the Growth and Equity Analysis shows a high risk of displacement. In addition, the **Final EIS** includes a sensitivity analysis that considers the impacts of increased residential growth.

The Final EIS also responds to comments offered by the public during the Draft EIS comment period and includes revisions and additions to the Draft EIS analyses as appropriate.

The Draft EIS and Final EIS together comprise the full EIS for this proposal. Additional information about the Comprehensive Plan update may be found at the City's project website: <http://2035.seattle.gov>.

Thank you for your interest in this document.

Sincerely,

Nathan Torgelson
Director



Fact Sheet

Name of Proposal

Seattle Comprehensive Plan Update

Proponent

The proponent is the City of Seattle

Location

The area represented by this EIS is the entire City of Seattle. The City encompasses approximately 83 square miles. The City is bounded on the west by Puget Sound, the east by Lake Washington, the north by the cities of Shoreline and Lake Forest Park and the south by unincorporated King County and the cities of Burien and Tukwila.

Proposed Action

The City is considering text and map amendments to the Seattle Comprehensive Plan that may alter the distribution of projected growth of 70,000 housing units and 115,000 jobs in Seattle through 2035, and that would influence the manner in which the City conducts its operations to promote and achieve other goals such as those related to public health, safety, welfare, efficient service delivery, environmental sustainability and equity.

Proposed Alternatives

The Draft EIS considered four alternatives, including a No Action Alternative. This Final EIS considers a fifth alternative, the Preferred Alternative. All alternatives are based on the same growth assumptions, but vary in the approach to how that growth is distributed. Each alternative is briefly described below.

ALTERNATIVE 1: CONTINUE CURRENT TRENDS (NO ACTION)

Growth will generally follow current market trends. Residential growth will continue in the urban center and urban village neighborhoods that have experienced significant growth in the past 20 years, with a relatively low level of change in other urban villages. New job growth is projected to occur predominantly in Downtown and South Lake Union.

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ALTERNATIVE 2: GUIDE GROWTH TO URBAN CENTERS

Urban centers will become magnets that more strongly attract new residents and jobs, faster than over the last 20 years. This change may lead to a significant rise in the number of people walking or biking to work, and a corresponding decline in driving and car ownership. Alternative 2 represents a significantly more concentrated pattern of new growth in the urban centers compared to past trends.

ALTERNATIVE 3: GUIDE GROWTH TO URBAN VILLAGES NEAR LIGHT RAIL

Alternative 3 places an emphasis on growth in urban centers, but also in urban villages near the light rail stations. It also considers boundary adjustments to urban villages with light rail stations to encompass a 10-minute walk to the station. A new urban village could be designated at NE 130th St/Interstate 5, and adjustments in designations and boundaries of other existing urban villages near existing and planned future light rail stations could be made.

ALTERNATIVE 4: GUIDE GROWTH TO URBAN VILLAGES NEAR TRANSIT

Alternative 4 would establish the greatest number of transit-oriented places—served by either bus or rail—that are preferred for growth. In addition to areas covered in Alternative 3, more growth would also be encouraged in other urban villages that currently have very good bus service, including Ballard, West Seattle Junction and Crown Hill. Relatively more urban villages would be subject to increased growth and change.

ALTERNATIVE 5: PREFERRED ALTERNATIVE

Similar to Alternative 4, growth would be guided toward urban villages with light rail transit stations and very good bus service and the greatest number of transit-oriented places are preferred for growth. Compared to Alternative 4, relatively less residential growth would be guided toward urban villages, but some urban village boundaries would be expanded to encompass a ten-minute walk-shed from light rail stations or bus transit nodes.

Lead Agency

City of Seattle Department of Construction and Inspections

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Final Action

Adoption of an updated Comprehensive Plan in Spring/Summer 2016.

Required Approvals and/or Permits

The following actions would be required for adoption of Comprehensive Plan amendments:

- Identification of a preferred alternative;
- Finalized maps and policy language.

Authors and Principal Contributors to this EIS

This **Comprehensive Plan Update** EIS has been prepared under the direction of the City of Seattle Office of Planning and Community Development. Research and analysis associated with this EIS were provided by the following consulting firms:

- **3 Square Blocks LLP**—lead EIS consultant; document preparation; environmental analysis
- **BERK**—Land use, population, employment, housing
- **ESA**—Public services, air quality, noise
- **Fehr & Peers**—transportation, circulation, parking; greenhouse gas emissions
- **SvR**—Utilities
- **Weinman Consulting**—Plans and policies

Location of Background Data

CITY OF SEATTLE, DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

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Date of Issuance of this Final EIS

May 5, 2016

Date of Issuance of the Draft EIS

May 4, 2015

Date Draft EIS Comments Were Due

June 17, 2015

Availability of this Final EIS

Copies of this Final EIS have been distributed to agencies, organizations and individuals as established in SMC 25.05. Notice of Availability of the Final EIS has been provided to organizations and individuals that requested to become parties of record.

The Final EIS can be reviewed at the following public libraries:

- **Seattle Public Library—Central Library** (1000 Fourth Avenue)
- **Ballard Branch** (5614 22nd Avenue NW)
- **Beacon Hill Branch** (2821 Beacon Avenue S)
- **Capitol Hill Branch** (425 Harvard Avenue E)
- **Columbia Branch** (4721 Rainier Avenue S)
- **Douglass-Truth** (2300 E Yesler Way)
- **Greenwood Branch** (8016 Greenwood Avenue N)
- **High Point Branch** (3411 SW Raymond Street)
- **Lake City Branch** (12501 28th Avenue NE)
- **Queen Anne Branch** (400 W Garfield Street)
- **Rainier Beach Branch** (9125 Rainier Avenue S)
- **South Park Branch** (8604 8th Avenue S, at S Cloverdale Street)
- **University Branch** (5009 Roosevelt Way NE)

A limited number of complimentary copies of this Final EIS are available—while the supply lasts—either as a CD or hardcopy from the Seattle Department of Construction and Inspections Public Resource Center, which is located in Suite 2000, 700 Fifth Avenue, in Downtown Seattle. Additional copies may be purchased at the Public Resource Center for the cost of reproduction.

This Final EIS and the appendices are also available online at:
<http://2035.seattle.gov/>

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Acronyms

ACS	American Community Survey	MPP	Multicounty Planning Policy
ALS	Advanced Life Support	MMTCO₂e	Million Metric Tons of CO ₂ Equivalent
AMI	Area Median Income	NAAQS	National Ambient Air Quality Standards
BLS	Basic Life Support	NHTSA	National Highway Traffic Safety Administration
CAP	Climate Action Plan	OFM	Washington Office of Financial Management
CIP	Capital Improvement Program	OPCD	Seattle Office of Planning & Community Development
CSO	Combined Sewer Overflow	PARC	Parking Revenue Control System
CPP	King County Countywide Planning Policy	PMP	Pedestrian Master Plan
CPTED	Crime Prevention Through Environmental Design	PSCAA	Puget Sound Clean Air Agency
CTR	Commute Trip Reduction	PSRC	Puget Sound Regional Council
dba	A-weighted Decibels	RPZ	Restricted Parking Zone
DPD	Department of Planning & Development	SCL	Seattle City Light
EIS	Environmental Impact Statement	SDCI	Seattle Department of Construction & Inspections
ECA	Environmentally Critical Area	SDOT	Seattle Department of Transportation
ESD	Washington Employment Security Department	SEPA	State Environmental Policy Act
EMS	Emergency Medical Services	SMC	Seattle Municipal Code
EPA	Environmental Protection Agency	SMP	Shoreline Master Program
FAR	Floor Area Ratio	SOV	Single Occupancy Vehicle
FLUM	Future Land Use Map	SPD	Seattle Police Department
FTA	Federal Transportation Administration	SPS	Seattle Public Schools
GHG	Greenhouse Gas	SPU	Seattle Public Utilities
GMA	Growth Management Act	SR	State Route
GSI	Green Stormwater Infrastructure	ST	Sound Transit
GTEC	Growth & Transportation Efficiency Center	TAP	Toxic Air Pollutant
HALA	Housing Affordability & Livability Agenda	TMP	Transit Master Plan
HCT	High Capacity Transit	TOD	Transit Oriented Development
HOV	High Occupancy Vehicle	TSP	Transportation Strategic Plan
HUD	U.S. Department of Housing & Urban Development	VMT	Vehicles Miles Traveled
I-5	Interstate 5	WAC	Washington Administrative Code
KCM	King County Metro	WSDOT	Washington Department of Transportation
LEED	Leadership in Energy & Environmental Design	WWTP	Wastewater Treatment Plant
LOS	Level of Service	UFSP	Urban Forest Stewardship Plan
MFTE	Multi-family Tax Exempt	U.S. EPA	U.S. Environmental Protection Agency
MIC	Manufacturing/Industrial Center	v/c	Volume-to-Capacity

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