

# 1 Summary

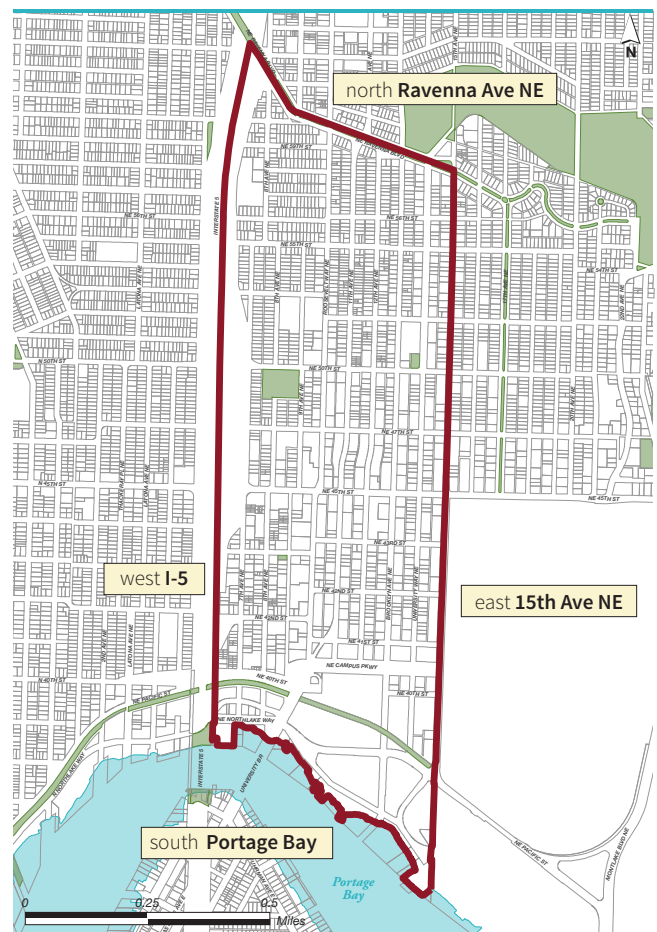
This chapter summarizes the findings of this Environmental Impact Statement (EIS): environmental impacts, mitigating measures and significant unavoidable adverse impacts for three alternatives to height and density in the U District study area. This summary provides a brief overview of the information considered in this EIS. The reader should consult Chapter 2 for more information on the alternatives and Chapter 3 for more information on the affected environment, environmental impacts and mitigating measures for each alternative and element of the environment.

## 1.1 Proposal

The City of Seattle is considering text and map amendments to the Seattle Comprehensive Plan and Land Use Code (Seattle Municipal Code Title 23) to allow development and design standards that permit greater height and density in the U District study area. The legislative action, if taken, would apply within the U District study area (Figure 1-1).

Alternatives to be addressed in the EIS include **No Action**—growth under *current* land use code standards and development patterns—and **two action alternatives**—growth under *different* land use code standards and development patterns. Both action alternatives will evaluate increased allowable height and development intensity for residential and commercial development within the study area.

Figure 1-1  
U District Study Area Boundaries



Source: City of Seattle, 2013

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## 1.2 Location

As shown in Figure 1-1, the study area is bounded by Portage Bay on the south, NE Ravenna Boulevard on the north, Interstate 5 on the west and 15th Avenue NE on the east.

## 1.3 Objectives of the Proposal

The City has identified the following specific objectives of the proposal:

- ▶ Advance comprehensive plan goals to use limited land resources more efficiently and to maximize the efficiency of public investment in infrastructure and services.
- ▶ Allow greater concentration of development in the area surrounding the future light rail station.
- ▶ Provide for a more diverse neighborhood character by providing a mix of housing types, uses, building types and heights.
- ▶ Enhance the pedestrian experience at street level by providing amenities, taking into consideration light and air as well as public view corridors and providing for retail activity at key locations.
- ▶ Increase height and density to achieve other goals such as providing affordable housing, increasing the variety of building types in new development and supporting equitable communities with a diversity of housing choices.
- ▶ Determine how to best accommodate growth while maintaining a functional transportation system, including street network, transit, and non-motorized modes of travel. Similarly, determine how to accommodate growth while maintaining functional capacity of utility systems, including electrical energy, water, sewer and storm drain systems.
- ▶ Provide for consistency between the comprehensive plan and land use code

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## 1.4 Alternatives

The City has identified three alternatives for consideration in this EIS. Alternatives 1 and 2 would allow for high rise development in the core of the study area of varied height and location of growth. Comparatively, Alternative 1 would provide for lower tower heights in a dispersed development pattern. Alternative 2 would provide for taller towers concentrated around the transit center. Alternative 3 would retain existing zoning designations and standards. Zoning designations proposed for each alternative are shown in Figures 1–2 through 1–4.

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The Core Area is generally the area between NE 50th Street and NE 41st Street.

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### PLANNING ESTIMATES FOR GROWTH

For the purpose of analysis in this EIS, a growth estimate of 3,900 housing units and 4,800 jobs is assumed. This assumption is informed by the City’s adopted 2024 growth targets, historic development trends, anticipated regional growth estimates and a recent analysis of the U District real estate market.

#### Planning Estimates for Growth



### INCENTIVE ZONING

The City’s existing incentive programs offer development bonuses—usually in the form of additional height or floor area—for development projects that undertake programs beyond standard requirements to mitigate the impacts of development. In a separate action, the City is reviewing the provisions of the incentive zoning program, which may lead to future change in the program.

For the proposal considered in this EIS, incentive zoning provisions for the study area may be incorporated in future decision-making. Any future decisions about specific incentive measures will be made based on the public comment and city review of this EIS and other data.

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## Alternative 1

Alternative 1 would allow for high-rise towers in the core area—including along University Way NE—with areas of mid-rise development extending north of NE 50th Street. Maximum building heights would be between 125 and 160 feet, less than permitted under Alternative 2, and significantly greater than permitted under Alternative 3 (No Action). The proposed zoning would generally focus growth around the new transit station while yielding a development pattern more dispersed than in Alternative 2. Alternative 1

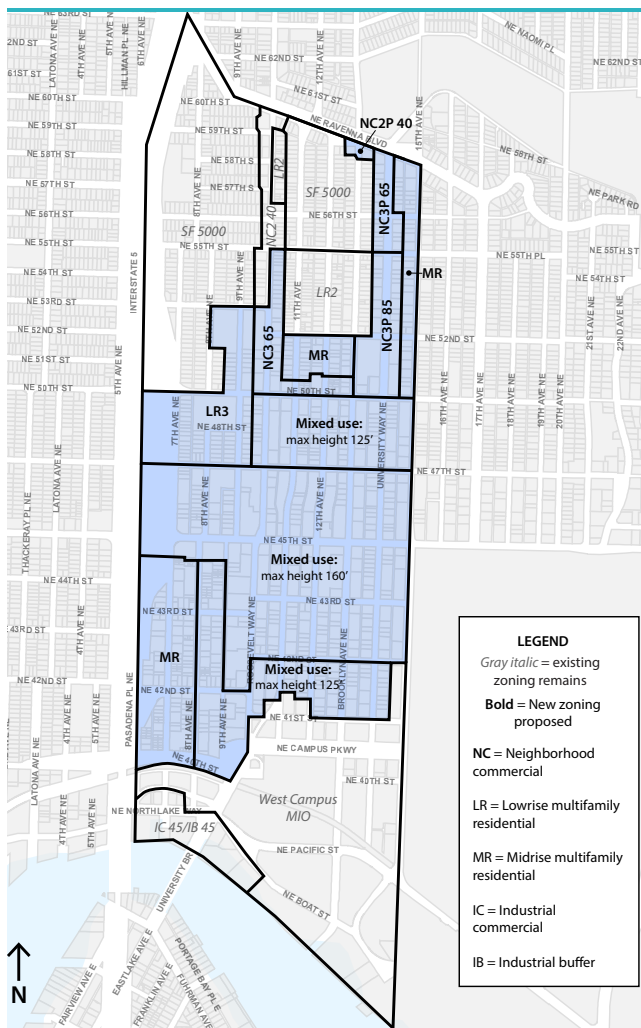
zoning designations are shown in Figure 1–2. Areas shown with a blue tint indicate a change to zoning designations.

Compared to Alternative 2, the area of increased height and intensity extends farther north from the core. In addition, development along University Way NE (the Ave) would be permitted to develop to high-rise standards, ranging from 125 to 160 feet, depending on location. Compared to Alternative 2, mid- and high-rise towers would be allowed in closer proximity to each other, with a minimum 60-foot separation between towers above 75 feet.

To help maintain the pedestrian character on designated Green Streets, landscaped setbacks would be required on both sides of Brooklyn Avenue NE and NE 43rd and 42nd Streets. Widened sidewalks would be required on NE 45th and 50th Streets.

No change is proposed to the existing Major Institution Overlay zoning or industrial zoning.

Figure 1–2  
**Alternative 1**



Ref. Figure 2–6, p. 2–14

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## Alternative 2

Relative to all of the alternatives, Alternative 2 would allow the greatest heights and concentration of growth in the core area. Maximum building heights would be between 240 and 340 feet, but proposed development standards would reduce building bulk and increase building separation, compared to Alternative 1. In addition, building heights along the University Way NE corridor would be limited to 65 to 85 feet, significantly less than Alternative 1.

The Alternative 2 zoning designations are shown in Figure 1-3. Areas shown with a blue tint indicate a change to zoning designations.

Area-specific setbacks would be required to promote pedestrian character and provide for ground-level residential stoops and landscaping.

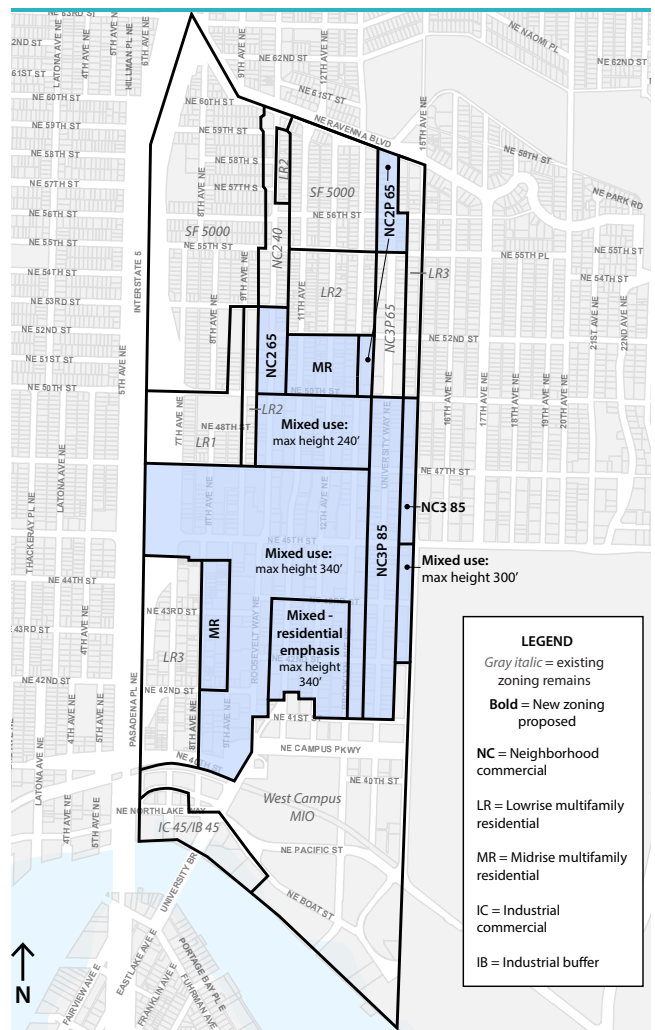
Compared to Alternative 1, Alternative 2 proposes relatively fewer changes to zoning designations north of NE 50th Street.

To help maintain the pedestrian character on designated Green Streets, landscaped setbacks would be required on both sides of Brooklyn Avenue NE and NE 43rd and 42nd Streets. Widened sidewalks would be required on NE 45th and 50th Streets. Compared to Alternative 1, setbacks and widened sidewalks would be slightly larger.

No changes are proposed to the existing Major Institution Overlay, SF 5000 and existing industrial zoning.

The Core Area is generally the area between NE 50th Street and NE 41st Street.

Figure 1-3  
Alternative 2



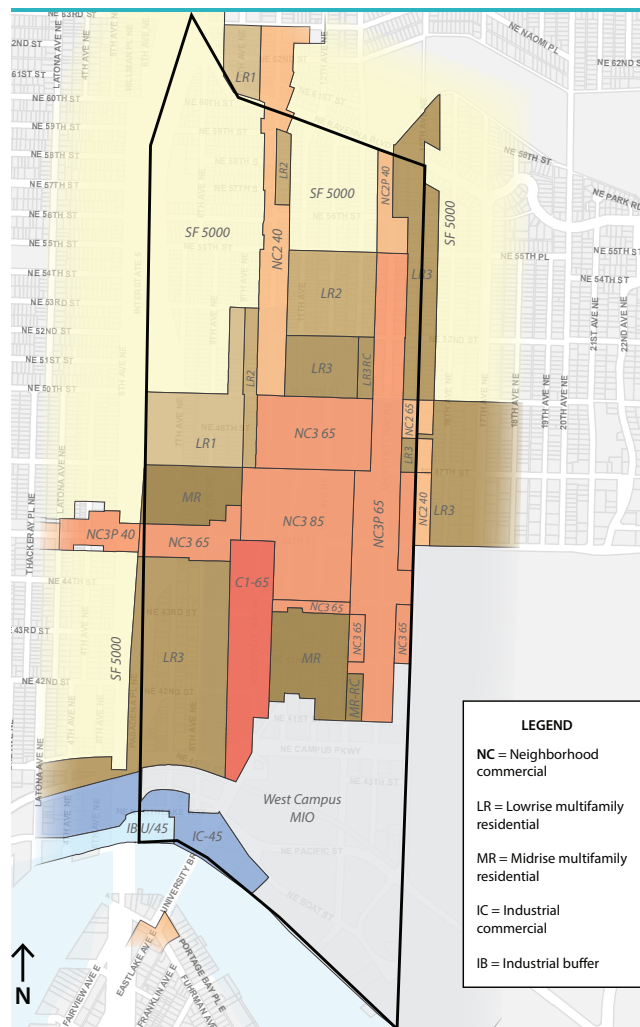
Ref. Figure 2-7, p. 2-15

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## Alternative 3

Alternative 3 retains the existing zoning designations in the neighborhood, with no increased potential for building heights or development capacity. Existing zoning is shown in Figure 1-4.

Figure 1-4  
Alternative 3



Ref. Figure 2-8, p. 16



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## 1.5 Summary of Impacts and Mitigating Measures

### Land Use

#### SIGNIFICANT IMPACTS

##### Alternative 1

**Land Use Patterns.** North of NE 50th Street, Alternative 1 would allow for a continuation of current uses at a greater intensity and density. Compared to Alternative 2, the potential area for increased height and intensity extends farther to the north. In the core area, the major impact would be to allow high-rise structures, although at a lower height than permitted under Alternative 2. Towers would be allowed to be located closer together, compared to Alternative 2, which may result in a pattern of tower development that is more dense at the street level. High rise development would also be allowed on University Way NE. Mixed-use development would continue to be permitted, but at a greater intensity and density.

**Land Use Compatibility.** Within the study area, there may be some abrupt transitions in building height, density and intensity between existing development and new development as redevelopment to the new standards occurs. These impacts would likely be limited in magnitude and duration as the area redevelops.

Adjacent to the study area, the proposed maximum heights of 125 to 160 feet along 15th Avenue NE north of the UW campus would adjoin an LR3 zone with a maximum building height of 25 to 40 feet, which may create a long-term abrupt change in height and scale of development along this edge.

##### Alternative 2

**Land Use Patterns.** North of NE 50th Street, Alternative 2 proposes fewer changes to zoning than Alternative 1. In the core area, Alternative 2 provides for the greatest building height and most focused growth around the future transit station. Proposed standards would reduce the appearance of height and bulk. Building heights would be limited to 65-85 feet along University Way NE. Mixed-use development would continue to be permitted, but at a greater intensity and density.

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See Section 3.1 for a full discussion of land use affected environment and potential impacts.

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**Land Use Compatibility.** Within the study area, there may be some abrupt transitions in building height, density and intensity between existing development and new development as redevelopment to the new standards occurs. These impacts would likely be limited in magnitude and duration as the area redevelops. In addition, the proposed 340-foot height limit in the core area would adjoin the existing 105-foot height limit in the UW West Campus MIO, which may create a long-term abrupt change in height and scale of development along this edge.

Adjacent to the study area, the proposed maximum heights of 85 feet along 15th Avenue NE north of the UW campus would adjoin an LR3 zone with a maximum building height of 25 to 40 feet and south of NE 45th Street, building heights of up to 300 feet would adjoin the UW campus.

### Alternative 3

**Land Use Patterns.** Incremental development and redevelopment would continue to occur. Because existing zoning allows for greater intensity than is currently found in the study area, redevelopment would likely be at greater intensities than currently exists. However, compared to the action alternatives, development would generally be less intensive and more distributed throughout the study area.

**Land Use Compatibility.** No significant land use compatibility impacts are anticipated.

### MITIGATING MEASURES

Monitor new development to ensure that long-term land use compatibility impacts are not created. If necessary, consider additional standards for building height limits, landscaping, noise or lighting controls or other measures. See also mitigating strategies identified in Section 3.3 Aesthetics of this EIS.

### SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts are anticipated.



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## Plans and Policies

### PLANS, POLICIES AND REGULATIONS

This section summarizes adopted policy guidance contained in the King County Countywide Planning Policies, Seattle 1994 Comprehensive Plan, Seattle Land Use Code and Environmental Policies and Procedures. This section also discusses policy guidance in the University Community Urban Center (UCUC) Plan and U District Framework (UDF). The goals and policies from the UCUC Plan were adopted by the City. The UDF has not been formally adopted.

See Section 3.1.5 for a full discussion of plans and policies.

### PLAN AND POLICY CONSISTENCY

Changes proposed under the action alternatives would require amendments to the comprehensive plan text and future land use map. Existing zoning designations and development standards would also require amendment under the action alternatives.

### MITIGATING MEASURES

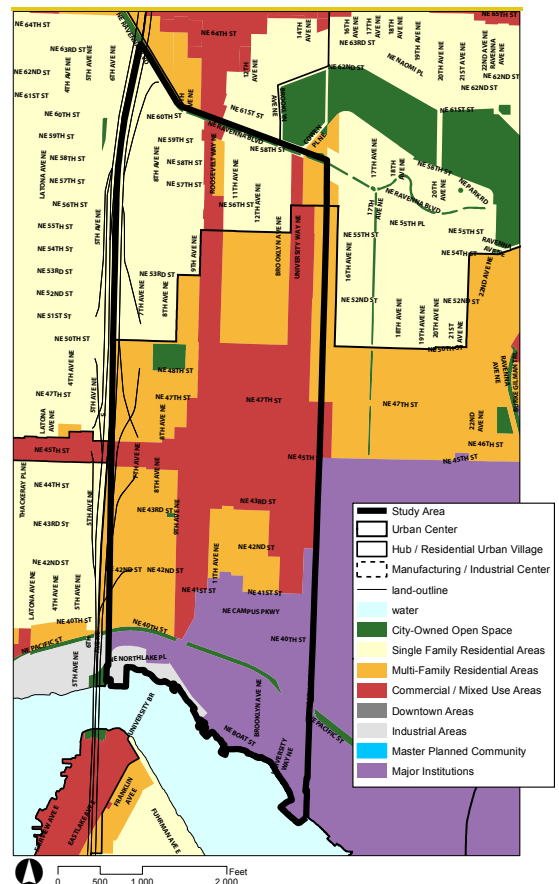
In order to avoid a future inconsistency with the Comprehensive Plan Future Land Use Map, either the current zoning should be retained or the Future Land Use Map should be amended to maintain consistency with new zoning designations adopted as part of this proposal.

Adopted UCUC Neighborhood Element policies should be reviewed for consistency with the proposal. As needed, policies should be amended, or the final proposal revised, to ensure continued consistency.

### SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts to consistency with plans and policies are anticipated.

Figure 1-5  
Future Land Use in U District Study Area



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## Population, Employment, Housing

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See Section 3.2 for a full discussion of population, employment and housing affected environment and potential impacts.

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### SIGNIFICANT IMPACTS

**Population.** Population and household growth estimates are consistent across the alternatives. For all of the alternatives, there would be capacity for the growth estimates.

**Employment.** Employment growth estimates are consistent across the alternatives. For all alternatives, there would be capacity to accommodate growth estimates. Outside of education, retail jobs and service jobs are the most prevalent type of employment.

**Housing.** Most new private development will likely be market rate rentals in larger, multi-unit structures. Under Alternative 1, small portions of the existing SF 5000 zoning would be converted to higher intensity designations that recognize the existing church and retail use at the affected locations. Under alternatives 2 and 3, the existing SF 5000 zoned area would be unchanged.

### MITIGATING MEASURES

All of the alternatives would achieve sufficient capacity to absorb the neighborhoods' growth targets for housing and employment. No significant impacts to population, employment, or housing were identified and no mitigating measures are proposed.

### SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts are anticipated.

## Housing Affordability

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See Section 3.2.5 for a full discussion of housing affordability affected environment and potential impacts.

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### SIGNIFICANT IMPACTS

**Housing Supply.** All of the alternatives accommodate a supply of housing above the growth estimates established by the City. The excess capacity should help to remove the upward pressure on rents and reduce the impact on housing cost burdens. Overall, the number of existing units anticipated to be demolished is relatively low, ranging between 40-60 units, depending on the alternative.

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Both action alternatives provide more capacity for housing in multifamily structures, which are overwhelmingly renter occupied in the area. An increased supply of units that have the lowest average cost, such as apartment buildings, can help address overall affordability. The concentration of denser housing zones close to the future light rail transit station could provide additional benefits to households by reducing household transportation costs.

The redevelopment of older, lower quality housing usually takes place among the lowest rent properties. It is likely that these properties will be replaced by newer, higher cost housing units translating into an immediate loss of low-cost housing. This impact is common across all of the alternatives. The action alternatives envision higher densities and a more efficient use of land which may result in the need for less land—and a reduced potential for demolition of lower cost housing—to meet the estimated population.

Alternatives 1 and 2 contemplate more mid and high-rise construction. Construction of these taller structures relies on reinforced steel and concrete construction, which costs more (on a square foot basis) than low- and mid-rise construction. All things being equal, residential uses in these buildings will rent for more (on a square foot basis) than buildings constructed for lower costs. In order to maintain a comparable housing unit rental rate with low- or mid-rise development, units would need to be relatively smaller in high rise structures.

**Tools and Incentives.** None of the alternatives consider changes to the Multifamily Property Tax Exemption (MFTE) program. The flexibility for more multifamily structures with rental units considered in Alternatives 1 and 2 may lead to a higher number of income-eligible units created through the MFTE program compared to the No Action Alternative.

Currently, incentive zoning is only available in the MR zone in the study area. If that policy remains unchanged, both Alternatives 1 and 2 increase MR zoning capacity. Thus, incentive zoning has the potential to create a higher number of income-eligible units compared to the No Action Alternative.

Draft EIS Section 3.2 describes potential affordable housing that could be created through incentive zoning under each alternative, summarized here in Table 1-1. Please see Section 3.2 for assumptions used to develop this estimate and additional information.

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The estimates in Table 1–1 are shown for the purpose of comparison between alternatives only. It is understood that individual developer decisions about how to achieve the bonus area will vary and that incentive zoning provisions for the study area may provide options that differ from those assumed to develop these estimates.

Table 1–1: Incentive Zoning and Affordable Housing

	Alternative 1 Mixed Use Zones	Alternative 2 Mixed Use Zones	Alternative 3 MR Zone
Affordable Housing Area	247,660 sf	349,045 sf	7,338 sf
Affordable Housing Units	291	410	8

Source: Hewitt; Studio 3MW; City of Seattle; 2014

## MITIGATING MEASURES

No significant impacts to housing affordability were identified across the alternatives. However, housing affordability remains a major challenge even if no action is taken. The City could take a number of code and programmatic steps that could address part of this challenge, including:

- ▶ Expanding the geographic eligibility of the MFTE program to cover more residential developments to create more income-eligible and lower cost housing units.
- ▶ Pending a rezone, expanding incentive zoning to include more eligible commercial and residential zones to create more income-eligible and lower cost housing units.
- ▶ Directing additional federal, state, and local housing funding to build and preserve affordable housing units for income-eligible households (especially structures that face redevelopment pressures).

## SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts to affordable housing are anticipated.

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## Aesthetics

### SIGNIFICANT IMPACTS

**Area Context.** Overall, all of the alternatives would reinforce the highly urban character of development in the study area. Alternatives 1 and 2 are similar in that they both propose greater height and density in the core of the study area, generally the area north and west of the UW campus and south of NE 50th Street. Comparatively, Alternative 2 allows for significantly taller development in a more tightly clustered pattern, while Alternative 1 would result in a development pattern with lower building heights, but more dispersed throughout the neighborhood. Under both scenarios, the core would appear more densely developed, with taller and bulkier buildings, compared to the No Action Alternative. Alternative 3, No Action, would result in a continuation of existing development patterns.

**Neighborhood Character.** Due to the high-rise development pattern of the action alternatives, they are likely to result in the most pronounced change in neighborhood character. The study area would become increasingly more intensely developed, with a greater density of buildings, and higher levels of activity. This transition would be focused primarily around the core, with Alternative 2 focused the most tightly and Alternative 1 somewhat more dispersed. Under Alternative 3, the study area would continue to redevelop and become more intensely developed, but would retain its current mid- and low-rise character.

Under the action alternatives, the character of the Ave would also become more intensely developed, with taller buildings and more intensive development. Alternative 1 would allow high-rise development along the Ave, while Alternative 2 would allow mid-rise development with building heights up to 85 feet, or about 20 feet higher than currently allowed. Alternative 3 would retain the existing mid-rise development standards.

Under Alternatives 1 and 2, along designated Green Streets—Brooklyn Avenue NE, NE 42nd and NE 43rd streets—wide landscaped setbacks would create linear park-like environments. In addition, widened sidewalks along NE 45th and NE 50th streets would help offset the anticipated tower heights while providing safer pedestrian circulation.

**Height, Bulk and Scale.** Both action alternatives increase the building height and scale for the neighborhood with more mid-rise buildings and high-rise towers.

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See Section 3.3 for a full discussion of aesthetics affected environment and potential impacts.

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Under Alternative 1, building heights in the core area would range from 125 to 160 feet with a more dense configuration of buildings than permitted under Alternative 2. Building height would transition from 160 feet to 125 feet toward the UW West Campus edge. At a maximum height of 125 feet, building heights east of Roosevelt Way NE would be similar to the maximum 105-foot building heights in the UW MIO. West of Roosevelt Way NE, building heights would rise above the UW MIO maximum building heights of 45 to 65 feet. Along the University Way NE corridor, permitted building heights would range from 85 feet south of NE 55th Street up to 125 feet immediately south of NE 50th Street.

#### **Reducing Bulk Under Alternatives 1 and 2**

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For towers 160 feet or less, floor plates would be limited to 24,000 SF above the podium.

For towers over 160 feet high, floor plates would be limited to 24,000 SF above the podium and 11,000 SF above 120 feet.

Alternative 2 proposes the tallest towers at the core, rising up to 340 feet in the central core. In addition, mixed use zoning with a maximum building height of 300 feet is located on the west side of 15th Avenue NE between NE 45th Street and NE 42nd Street. Proposed zoning in the area between NE 47th and NE 50th streets ranges from the existing low-rise zoning east of Roosevelt Way NE, to a maximum height of 240 feet west of Roosevelt Way NE to Brooklyn Avenue NE, to a maximum height 85 feet east of Brooklyn Avenue, including along the University Way NE corridor. Adjacent to the UW West Campus, the proposed maximum building height of 340 feet would adjoin a maximum building height of 105 feet in the UW MIO.

To the north, both alternatives would retain the existing single-family and low-rise residential character except around Roosevelt Way NE and University Way NE. Building heights along Roosevelt Way NE would generally be between 40 and 65 feet and on the Ave a maximum of 65 feet.

Because many of the existing buildings are not developed to maximum building height under current zoning, some increase in heights is likely with new development under Alternative 3. However, heights of new buildings would be roughly equivalent to those in the existing development and would remain lower than those in Alternative 1 and 2.

**Scenic Route.** Impacts to the scenic route are evaluated based on changes to the character of development immediately adjacent to the corridor and views to development in the larger area. Development under the action alternatives would result in the potential for increased density and intensity immediately along the scenic route. However, this change would be an incremental intensification of the existing urban character along this

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route. Existing topography and development do not currently permit views to more distant scenic views. No significant impacts to the scenic route are anticipated.

**Shadows.** Increased shading would result from all three alternatives due to the increased amount of development in the study area. Generally, the infill development on undeveloped or under-developed sites would increase the local shadows on streets and adjacent properties. Overall, impacts are typical of an urbanizing area changing from lower intensity development to that of more intensive development. Increased shade and shadow impacts are expected at:

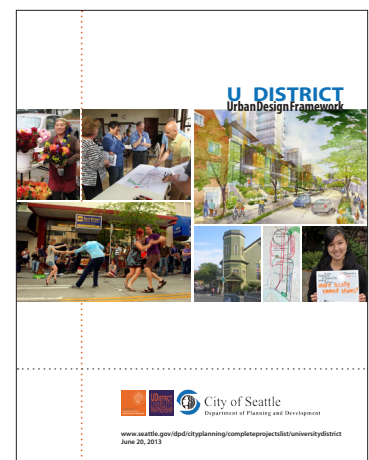
- ▶ University Heights Open Space
- ▶ Christie Park
- ▶ University Park
- ▶ Peace Park

**Light and Glare.** More buildings would increase the amount of artificial illumination within the study area. Because the U District study area is already a highly urbanized area, increased lighting under any of the alternatives is not expected to result in significant impacts.

## MITIGATING MEASURES

**Height, Bulk and Scale.** Potential approaches for mitigation of height bulk and scale are outlined below including recommendations contained within SMC 25.05.665:

- ▶ Limiting the height of the development
- ▶ Modifying the bulk of the development
- ▶ Modifying the development’s facade including but not limited to color and finish material
- ▶ Reducing the number or size of accessory structures or relocating accessory structures including but not limited to towers, railings, and antennae
- ▶ Repositioning the development on the site
- ▶ Modifying or requiring setbacks, screening, landscaping or other techniques to offset the appearance of incompatible height, bulk and scale





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In addition to the above, the U-District Urban Design Framework includes recommendations to ease height, bulk and scale impacts to the neighborhood. Recommendations include:

- ▶ Careful consideration when transitioning from high density at the core to low density areas at the north
- ▶ High-rise separation to reduce the appearance of bulk
- ▶ Mid-block pedestrian access to improve east/west connection through long blocks
- ▶ Upper level setbacks to open up views
- ▶ Development standards to encourage modulations to break up large facades
- ▶ Control the height and design of the lower portion of high-rise to maintain a lower-scale street edge in key locations
- ▶ Establish standards for building width to avoid monotony along a block face
- ▶ Limit the footprint of the tallest buildings for slimmer building form
- ▶ To enhance pedestrian environment, all buildings, including high-rise structures should focus design details on high quality materials and design details in the first 30 feet above grade
- ▶ Street level setbacks for wider sidewalks
- ▶ Widening sidewalks at intersections to increase pedestrian visibility to drivers
- ▶ Landscaping and street trees
- ▶ Creation of open spaces as development incentives

**Scenic Routes.** No mitigation is required or proposed to address impacts to the designated scenic route.

**Shadows.** City policy SMC 25.05.675Q2e outlines shadow mitigation strategies in public open spaces including:

- ▶ Limiting the height of development
- ▶ Limiting the bulk of the development
- ▶ Redesigning the profile of the development
- ▶ Limiting or rearranging walls, fences or plant material
- ▶ Limiting or rearranging accessory structures, i.e., towers, railings, antennae
- ▶ Relocating the project on the site

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In addition to the above, the following are recommended to alleviate the impacts from shadows:

- ▶ High-rise separation to reduce shadow
- ▶ Rearranging tower orientation
- ▶ Upper level setbacks in certain locations

**Light and Glare.** SMC 25.05.675 K2d authorizes the City to employ measures to mitigate adverse light and glare impacts, including the following:

- ▶ Limiting the reflective qualities of surface materials that can be used in the development
- ▶ Alternative building material and lighting techniques
- ▶ Limiting the area and intensity of illumination
- ▶ Limiting the location or angle of illumination
- ▶ Limiting the hours of illumination
- ▶ Providing landscaping

In addition to the above, other measures that can be employed include:

- ▶ Install screening, overhangs, or shielding to minimize spillover lighting impacts, particularly near residential areas
- ▶ Shield exterior lighting fixtures away from nearby residential uses
- ▶ Include pedestrian-scaled and pedestrian-oriented lighting for safety along sidewalks, parking areas, street crossings and building access points

## SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

With the proposed mitigation, no significant unavoidable adverse impacts to aesthetics, scenic routes or light and glare are anticipated. Under all scenarios, the University Playground, Christie Park and the University Heights Open Space will experience increased shade and shadow from surrounding development. Among the alternatives, these impacts would be greatest under Alternatives 1 and 2.

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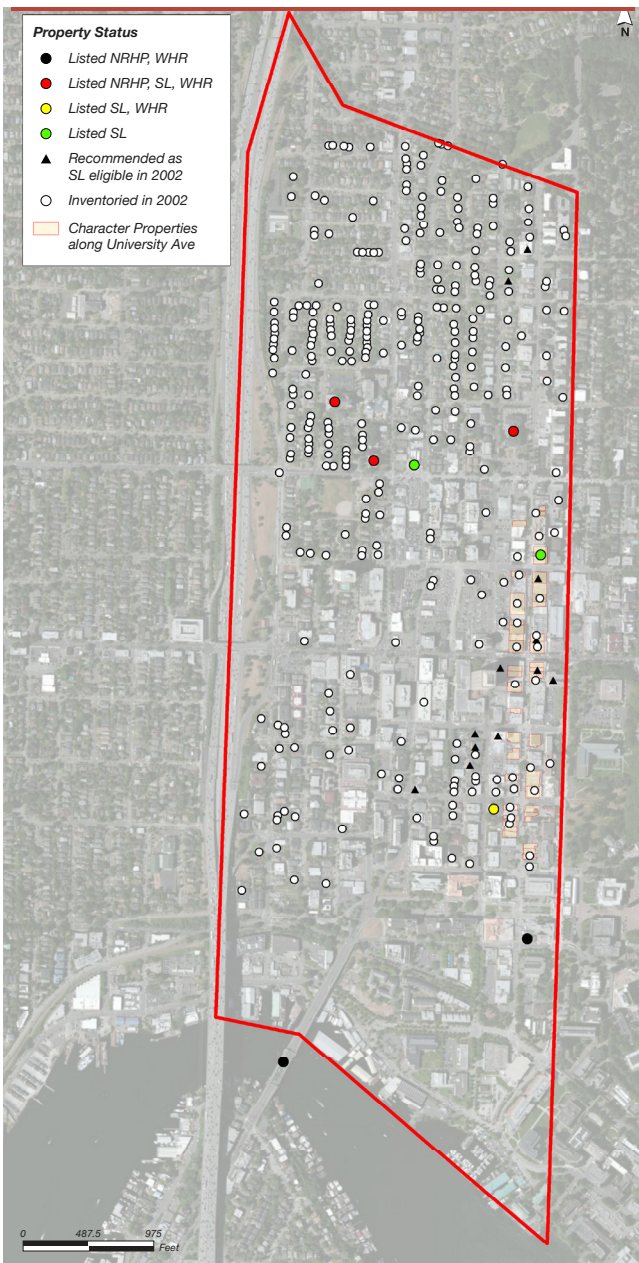
## Historic Resources

See Section 3.4 for a full discussion of historic resources affected environment and potential impacts.

### SIGNIFICANT IMPACTS

Older existing single-family residential areas may be affected over time by increased development and density around them, resulting in pressure for conversion or demolition.

Figure 1-6: **Property Status**



Please see Section 3.4 for definitions or acronyms shown in this Figure

All alternatives potentially affect designated historic buildings and those identified as eligible for historic status. Compared to Alternative 3, Alternatives 1 and 2 could result in heightened pressure for redevelopment, especially in the Core Area. Impacts could include demolition, inappropriate rehabilitation and re-use, or changes in the physical context as a result of development pressure that could damage integrity of individual buildings and the character of the street. Conversely, a more economically vibrant community could spur investment in maintenance and rehabilitation of character and historic properties.

Relative to Alternative 2, Alternative 1 proposes zoning changes to the largest area within the study area and affects slightly more registered and eligible historic properties than the other alternatives. Alternative 2 affects slightly fewer listed and/or eligible historic properties. Under Alternative 3, even without zoning changes, the pressure on historic resources is likely to continue over time.

### MITIGATING MEASURES

Potential mitigating measures listed below represent a menu of possible actions that could be taken in order to mitigate impacts of growth on historic resources. Measures apply to all alternatives.

**Survey and Inventory.** Revisit the 2002 survey to expand the number of researched inventoried properties. Expand the survey range to include mid-century buildings and those built post-1962.

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Conduct a new survey to determine whether the collection of apartment buildings from the 1910s through 1930's might be eligible for nomination to the National Register of Historic Places and as a Seattle landmark.

**Historic Registers.** Provide funding to allow identified eligible properties to progress through the local landmarks nomination process. Provide assistance to owners interested in nominating properties to the National Register of Historic Places.

**Design Guidelines.** New guidelines should take design cues from the character and historic buildings. Besides guidelines on scale, height, mass and materials of new and infill buildings, attention should be given to signage, accessibility issues, and appropriate seismic and energy retrofits in older buildings.

**Incentives for Retention and Rehabilitation.** Give consideration to incentives, including:

- ▶ Historic rehabilitation tax incentives consisting of the 20% federal tax credit for National Register properties and the locally-based special property tax valuation for Seattle Landmark properties.
- ▶ Transferable development rights, which should be analyzed for their potential in the University District.
- ▶ Financial incentives in the form of design assistance and grants or low-interest loans for building and storefront improvements could be considered. Specific programs could be developed in coordination with the URM Policy Committee to address seismic concerns. A block-level approach to shared engineering studies could help property owners address seismic issues in a more cost effective way.
- ▶ Support for a Main Street-style program along the Ave to assist small businesses, develop a viable business mix, activate vacant space, coordinate promotional activities, and provide design assistance to building and shop owners.

**Single family Areas.** Monitor the SF 5000 residential zone. Maintain a regular program of inspections for code violations. Explore a conservation overlay district that addresses demolition, new construction, and major alterations.

#### SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts are anticipated under any of the proposed alternatives.

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See Section 3.5 for a full discussion of transportation affected environment and potential impacts.

### Trip Generation

- Trip generation assumptions are based on:
- Existing and proposed land use
  - Reasonably foreseeable roadway improvement projects
  - Planned bicycle and planned pedestrian improvements
  - Transit system improvements
  - Projected travel costs
- Please see Section 3.5 for additional discussion of methodology.

## Transportation

### SIGNIFICANT IMPACTS

#### Alternative 3 (No Action)

The No Action Alternative is discussed first because it serves as the baseline for the impact analysis of the action alternatives (Alternatives 1 and 2). It represents the operations of the transportation system if no actions were taken by the City Council and no zoning changes were made in the U District. The same transportation network is assumed for the No Action Alternative and the two action alternatives.

**Auto and Freight.** One of the U District’s main connections to the south—the University Bridge—is projected to decline from LOS D southbound and LOS A northbound to operate at LOS F in both directions by 2035. In addition, the following study corridors would operate at LOS F in 2035:

- ▶ Westbound NE 50th St from 5th Ave E to Latona Ave E (LOS E in 2015)
- ▶ Westbound NE 40th St from 9th Ave NE to 2nd Ave NE (LOS E in 2015)
- ▶ Southbound Roosevelt Way NE from NE 50th St to NE 45th St (also LOS F in 2015)
- ▶ University Bridge from NE Campus Pkwy to Fuhrman Ave E in both directions (LOS E in 2015)
- ▶ Northbound 11th Ave NE from NE 45th St to NE 50th St (LOS F in 2015)

**Transit.** The following study corridors would operate at LOS F:

- ▶ Westbound NE 45th Street from Roosevelt Way NE to 5th Avenue NE (LOS F in 2015)
- ▶ Northbound University Bridge from Fuhrman Avenue E to NE Campus Parkway (LOS E in 2015)
- ▶ Northbound University Way NE from NE Pacific to NE 45th Streets (LOS F in 2015)

**Pedestrian and Bicycle System.** The land use development anticipated to occur under the No Action Alternative will result in a substantial number of pedestrian and bicycle trips within the study area. This level of pedestrian

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and bicycle activity serves as the baseline against which impacts of the action alternatives will be assessed.

**Safety.** While there may be more High Accident Locations under future conditions with the No Action Alternative, there is no data available to suggest that a volume-based collision rate (e.g., collisions per million vehicles entering the intersection) will increase with build-out of the No Action Alternative. One pedestrian intersection of interest was identified: Brooklyn Avenue NE & NE 45th Street. This location is already signalized, but may experience an increase in the total number of collisions due to future growth in vehicle and pedestrian volumes through the intersection.

**Parking.** New development would result in potential impacts to on-street parking supply within the U District, as well as spillover impacts into Roosevelt to the north and University Park to the east. The duration of time that demand nears or meets/exceeds supply would likely be longer than is currently the case. Since the No Action Alternative assumes more evenly distributed growth throughout the study area, effects would likely be spread over a larger area than the action alternatives.

#### Alternatives 1 and 2 (Action Alternatives)

**Auto and Freight.** The same corridors listed that operate at LOS F under the No Action Alternative would operate at LOS F under the action alternatives.

**Transit.** The same corridors listed as operating at LOS F under the No Action Alternative would operate at LOS F under the action alternatives. In addition, the following corridors would be impacted under the action alternatives:

##### Alternative 1

- ▶ Northbound 7th Avenue NE from NE 42nd Street to NE 45th Street
- ▶ Northbound University Bridge from Fuhrman Avenue E to NE Campus Parkway
- ▶ Northbound University Way NE from NE Pacific Street to NE 45th Street

##### Alternative 2

- ▶ Northbound University Bridge from Fuhrman Avenue E to NE Campus Parkway

**Pedestrian and Bicycle System.** Development anticipated to occur under both of the action alternatives would result in an increase in the pedestrian

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Because the transportation impacts of the action alternatives are very similar, they are discussed together.

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The scenarios would operate similarly because the overall level of growth in the study area is the essentially the same among all three alternatives. Although the concentration of buildings would vary, a very similar number of travelers would be moving in and out of the U District.

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and bicycle trip mode share within the study area, compared to the No Action Alternative. The area that may see the largest increase in pedestrian and bicycle travel is between NE 50th Street and NE 42nd Street. Since the City’s Pedestrian Master Plan and Bicycle Master Plan have identified high priority improvement needs within the study area, this increase in facility users results in a significant impact.

**Safety.** Changes would be similar to the impacts described for the No Action Alternative.

**Parking.** Compared to the No Action Alternative, demand for parking would likely be more concentrated around the core of the U District. Potential impacts to on-street parking supply within the U District are expected, as well as potential spillover impacts into Roosevelt to the north and University Park to the east.

## MITIGATING MEASURES

Given the area-wide scale of the zoning alternatives, the recommended mitigation strategy focuses on three main themes:

**Improving the Bicycle and Pedestrian Network.** Projects listed in various plans and documents including the Pedestrian Master Plan (PMP), Bicycle Master Plan (BMP), University Area Transportation Action Strategy (UATAS), and U District Urban Design Framework (UDF) were considered as mitigation measures to address pedestrian and bicycle impacts. There is a well-documented link between improved bicycle and pedestrian accessibility and reduced demand for vehicle travel. Moreover, impacts were identified based on the presence of high priority improvement needs within the study area. To mitigate these impacts, the City could pursue these improvements.

**Implementing Speed and Reliability Improvements.** The Seattle Transit Master Plan (TMP) identified numerous projects to improve transit speed and reliability in the U District. In conjunction with other funding sources, new development could pay for a share of TMP improvements on key routes.

**Expanding Travel Demand Management and Parking Strategies.** Given cost, right-of-way, and environmental constraints, it was deemed infeasible to provide additional roadway and intersection capacity beyond what is currently

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This section briefly summarizes the transportation mitigating measures. Please refer to the full mitigation description in EIS Section 3.5 for additional information, including a discussion of example mitigation measures and potential mitigation measure implementation.

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planned to reduce impacts to traffic congestion (which affects transit) and freight mobility. Therefore, managing demand for auto travel is a critical element to reducing auto, freight, and transit congestion. The City and UW have well established Commute Trip Reduction (CTR) and Transportation Management Programs (TMP) in the area. This mitigation strategy looks to expand on the travel demand management strategies proposed as part of the CTR and TMP programs to include new parking-related strategies.

The three potential mitigation packages are listed in more detail below. The following sections present an example of the types of projects that could be implemented—other projects could achieve similar results.

### Pedestrian & Bicycle System

Improvements to the pedestrian and bicycle system would mitigate impacts to facility users by providing a more robust system and addressing high priority improvement locations identified by the PMP and BMP. Based on a review of the PMP, UATAS, and UDF, the projects shown in Table 3.5–15 (p. 3.5–63) and Figure 3.5–22 (p. 3.5–62) have been identified as potential mitigation measures. This list will continue to evolve and is not prescriptive as other plans identify other projects that may also improve the non-motorized network. This simply reflects a sample package of projects that could be pursued to improve the overall network. Zoning codes could also be modified to include requirements for wider sidewalks, particularly along greenways and green streets to promote walking and bicycling.

### Transit Speed and Reliability Improvements

Transit and freight travel times could be reduced by providing speed and reliability improvements on key routes. Specific projects on key transit corridors were identified in the 2012 Transit Master Plan, as listed in Table 3.5–16 (p. 3.5–65). SDOT has identified similar ITS solutions on NE Pacific Street, which is an important corridor for freight mobility, although it has not been identified as being impacted by either of the rezone alternatives.

- PMP Pedestrian Master Plan
- BMP Bicycle Master Plan
- UATAS University Area Transportation Action Strategy
- UDF Urban Design Framework

Figure 1–7: Pedestrian and Bicycle Potential Mitigation Measures



Additional maps illustrating existing conditions and potential mitigation measures can be found in Section 3.5 Transportation.

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As with the pedestrian and bicycle measures, this transit and freight list will continue to evolve and is not exhaustive as other plans identify other projects that may also improve the transit and freight mobility. This list reflects a sample package of projects that could be pursued to improve the overall network.

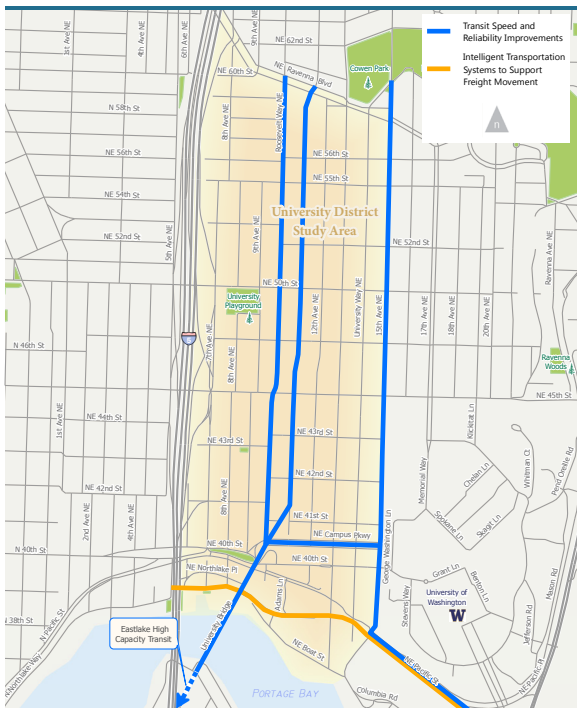
The potential mitigation measures described above extend far beyond the study area in most cases. The relevant improvements within the U District are shown in Figure 3.5–23 (p. 3.5–64). Transit signal priority would be installed on Roosevelt Way NE, 11th Avenue NE, the University Bridge, 15th Avenue NE, NE Campus Parkway, and NE Pacific Street. Transit only or Business Access and Transit (BAT) lanes may be implemented along Roosevelt Way NE and 11th Avenue NE. Note that implementation of dedicated transit lanes may have secondary impacts on parking supply if a parking lane is taken.

### Travel Demand Management and Parking Strategies

The City of Seattle could consider enhancing the travel demand management programs already in place in the U District. Research by the California Air Pollution Control Officers Association (CAPCOA), which is composed of air quality management districts in that state has shown that implementation of travel demand management programs can substantially reduce vehicle trip generation, which in turn reduces congestion for transit, freight, and autos. The specific measures described below are all potential projects, but are not assumed to be in place for the mitigation analysis.

Parking maximums would limit the number of parking spaces which can be built with new development. The City could also review the parking minimums currently in place within the UW parking impact area (as defined in the Municipal Code) to determine if they should be revised. Unbundled parking separates parking costs from total property cost, allowing buyers or tenants to forgo buying or leasing parking spaces. These types of potential mitigation measures would tend to reduce the number of work-based commute trips and all types of

Figure 1–8: **Transit and Freight Potential Mitigation Measures**



*Additional maps illustrating existing conditions and potential mitigation measures can be found in Section 3.5 Transportation.*

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home-based trips. Shopping-based trips would also decrease, but likely at a lower level since these types of trips are less sensitive to parking costs and limited supply for short-term use.

Incentive zoning provisions could also be explored to encourage developers to include parking spaces for car share and bike share programs. Site requirements could be modified to accommodate bike share stations on private sites in high demand areas. Bicycle share will launch in the U District in 2014 and more bike share stations will likely be added to the study area as demand and use increases. A more detailed review of the code would be required before setting specific recommendations for facilitation of bike share station siting. However, some regulatory sections for potential modification may include:

- ▶ Adding bike share stations as a “residential amenity” in the open space provisions
- ▶ Floor Area Ratio (FAR) bonuses allowing bike share setback, listing bike share stations in the street improvement manual (as a “green street” improvement or separately)
- ▶ Allowing modifications from landscaping setbacks to allow bike share stations, where appropriate

The City could also consider encouraging parking operators, including UW, to upgrade their parking revenue control systems (PARC) to the latest technology so it could be incorporated into an electronic guidance system, such as the e-Park program that is currently operating Downtown. This technology would help direct drivers to off-street parking facilities with available capacity. An analogous approach for on-street parking—SFpark—has been implemented in San Francisco. SFpark uses sensors embedded in metered spaces to provide real-time data to drivers so they can find open spaces more easily and spend less time cruising for parking, thereby reducing congestion. The sensor data also allows the San Francisco Municipal Transportation Agency to periodically adjust parking pricing to match demand. In the absence of a new ITS parking program, the City would continue to manage on-street paid parking through SDOT’s Performance-based Parking Pricing Program which evaluates data to determine if parking rates, hours of operation and/or time limits could be adjusted to achieve the City’s goal of one to two available spaces per block face throughout the day.

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In addition to the parking management strategies described above, the City of Seattle could also consider establishing an area-wide transportation management partnership organization to provide programs, services, and strategies to improve access to employment and residences while decreasing the SOV rate, particularly during peak periods. This could include integrated land use and transportation planning as well as partnerships with transit providers. Local Transportation Management Associations (TMAs) can provide some of these services. Programs like the state’s Growth and Transportation Efficiency Center (GTEC) concept or the existing local Business Improvement Area (BIA) are possible models or future funding sources. The program could include features of relevant programs such as Seattle Center City’s Commute Seattle, Whatcom County’s SmartTrip or Tacoma’s Downtown on the Go programs. The City could also work with UW to expand their existing TDM campus services to all UW-owned facilities in the study area.

The City could consider updating municipal code and Director’s Rules related to Transportation Management Plans required for large buildings to include TDM measures that are most effective in reaching the U District’s mode share goal. This may include membership in a TMA and discounted or free transit passes and/or car share and bike share memberships. For residential buildings, the City could also consider extending the Transportation Management Plans or requiring travel options programs (such as Green Trips in Oakland, CA and Residential Services in Arlington, VA).

#### **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

The proposed mitigation packages would reduce the magnitude of all of the identified impacts of the rezone alternatives to a less-than-significant level. Therefore, there are no significant unavoidable adverse impacts to transportation.

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## Greenhouse Gas Emissions

### SIGNIFICANT IMPACTS

Table 1–2 compares greenhouse gas emissions from the development alternatives based on the King County GHG Emissions Inventory Worksheets for embodied and energy emissions. Transportation GHG emissions combined two methodologies: the King County SEPA GHG spreadsheet and a VMT (Vehicles Miles Traveled) GHG analysis tool geared toward a more detailed subarea evaluation. The completed SEPA GHG Emissions Worksheets for all alternatives, as well as an explanation of the methodology employed to create the formulas, are included as an appendix to this Draft EIS.

See Section 3.6 for a full discussion of greenhouse gas emissions affected environment and potential impacts.

Based on these calculations, all three 2035 alternatives generate roughly the same annual GHG emissions. The same embodied and energy emissions are expected under all three alternatives since the planning estimates are identical. The variation is within one percent and represents slightly different distribution patterns for the land uses and resulting differences in transportation-related GHG emissions:

- ▶ Alternatives 1 and 2 would generate roughly 216,000 MTCO<sub>2</sub>e GHG annual emissions
- ▶ Alternative 3 (No Action) would generate roughly 218,000 MTCO<sub>2</sub>e GHG annual emissions
- ▶ Alternatives 1 and 2 have lower annual emissions than the No Action Alternative.

Table 1–2: GHG Emissions Based on King County SEPA GHG Emissions Inventory Worksheets and VMT-GHG Analysis Tool

	Estimated Annual GHG Emissions Associated by Alternative (MTCO <sub>2</sub> e)
Existing Conditions	159,000
No Action Alternative	218,000
Alternative 1	216,000
Alternative 2	216,000

Source: Fehr & Peers and Studio 3MW, 2013

### MITIGATING MEASURES

#### Transit, Pedestrian, and Bicycle Improvements.

Transit, pedestrian, and bicycle improvements would help encourage use of non-SOV modes, thereby reducing transportation-related GHG emissions. Refer to Section 3.5.4 for a complete discussion of transportation mitigation measures.

**District Infrastructure Systems for Energy, Water and Waste.** District Infrastructure Systems aggregate enough service demands to make local neighborhood utility solutions feasible, and may reduce greenhouse gases by utilizing renewable sources of energy and increasing the use of local resources, materials and supplies. District parking solutions and car sharing

MTCO<sub>2</sub>e is defined as Metric Tonne Dioxide Equivalent, equating to 2204.62 pounds of CO<sub>2</sub>. This is a standard measure of equivalent CO<sub>2</sub> emissions.

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are designed to reduce vehicle trips and land devoted to parking. Water reuse and anaerobic digesters may reduce sewer flows. Rainwater capture may reduce stormwater flows. Water reuse and rainwater capture could also reduce potable water demands. The City could pursue a district energy system in the U District, which was identified as a major opportunity area for district energy in a 2011 study. The City could also pursue a partnership with private developers and UW to expand the University’s existing district heat system to more areas within the U District.

**Waste Management and Deconstruction.** When existing buildings need to be demolished, there are often opportunities to reduce the amount of waste being sent to the landfill with sustainable waste management strategies. In the Seattle area, standard practice for building construction and demolition results in fairly high recycling rates of over 50 to 60 percent. However, these rates can be increased by implementing aggressive demolition recycling. The City could consider programs to require or encourage best practices to achieve higher recycling rates.

**Building Design.** Green building encompasses energy and water conservation, waste reduction, and good indoor environmental quality. Tools and standards that are used to measure green building performance, such as Built Green, LEED, the Living Building Challenge, and the Evergreen Sustainable Development Criteria, could be encouraged or required for development within the U District.

**Natural Drainage and Green Roofs.** Green roofs can provide additional open space, opportunities for urban agriculture, and decreased energy demands by reducing the cooling load for the building. Green Stormwater Infrastructure (GSI), currently required for all redevelopment, also could reduce climate change impacts by adding landscaping and reducing energy requirements for stormwater treatment. Most areas north of NE 50th Street will be eligible for GSI funding through the Residential RainWise program, which is run as a partnership between Seattle Public Utilities and King County. Much of the U District is already required to meet a landscaping standard called Seattle Green Factor, which encourages incorporation of various landscaping features such trees, shrubs, groundcovers, green roofs, green walls, native plants, and food gardens. This program should be maintained, and potentially expanded to cover the entire study area.

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**Tree Protection.** The City of Seattle has aggressive urban forest goals in order to help restore tree cover which has been lost due to development. Trees can provide stormwater management, habitat value, noise buffering, air purification, carbon sequestration, and mitigation of the urban heat island effect. Trees also have a positive effect on property values and neighborhood quality. Protection of existing trees, as feasible, and careful attention to new tree planting could help meet the Seattle Comprehensive Urban Forest Management Plan Goals for multifamily residential and commercial office development by achieving 15-20 percent overall tree canopy within 30 years.

**Urban Agriculture.** New P-patch Community Gardens and rooftop gardens could be provided or encouraged within the neighborhood for residents to grow food. Balconies, decks, and right-of-way planting strips could also be utilized for individual residents' agriculture needs.

#### **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

No impact is expected for Alternatives 1 or 2 since they would both have lower GHG emissions than the No Action Alternative. Moreover, the proposed development in the U District has lower GHG emissions than comparable development elsewhere in the Puget Sound region.



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See Section 3.7 for a full discussion of open space and recreation affected environment and potential impacts.

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## Open Space and Recreation

### SIGNIFICANT IMPACTS

Table 1-2 summarizes the status of existing and future open space and facilities compared to the City’s adopted targets. The projections suggest that growth in the neighborhood will out-pace the expansion of open spaces and recreation facilities—generally this means that the neighborhood will be farther from meeting these goals in 2035 than it is today. Because the growing deficiencies in supply and type of open space are the same with or without zoning changes, these deficiencies are not considered impacts for purposes of this EIS.

As for the 2004 Comp Plan citywide goal for Breathing Room Open Space, Seattle’s 2012 population (634,535 residents) already surpassed the eligible Breathing Room Open Space. To meet the goal of 1 acre per 100 residents, Seattle would need 6,345 acres—as of 2011, there were 6,187 acres. Like the deficiency in Village Open Space, the growing deficiency in Breathing Room Open Space is projected to be the same with or without zoning changes. Consequently, the increasing lack of Breathing Room Open Space is not considered an impact for purposes of this EIS.

### MITIGATING MEASURES

Various actions could help provide more open spaces and recreational opportunities for the growing neighborhood (including Village Open Space, Breathing Room Open Space, and open space “offsets”):

- ▶ New property acquisition and improvement by Seattle Parks, funded through a future levy, open space impact fees, or other means—especially in the existing gap between NE 47th and NE 41st streets.
- ▶ Provision of dedicated, publicly accessible open space as part of private development (“POPS”), through development standards or an incentive zoning program in the land use code.
- ▶ On-site open space provided as residential amenities through new development.
- ▶ Public/private partnerships to develop, manage, and program public open spaces.
- ▶ Additional community gardens.
- ▶ Improvement of designated green streets to provide outdoor seating and other amenities. Adopt green street concept plans

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to the Right-of-Way Improvements Manual to guide private development, and/or grant funding for streetscape improvements.

- ▶ Improvement of “festival streets,” i.e., special streets that can be shut down to vehicular traffic for community events.
- ▶ Improved access to campus for the public for the purposes of public access to open spaces located on the UW campus within the immediate vicinity of the planning area.

### SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None anticipated, the proposed mitigation packages would reduce the magnitude of all identified impacts of the rezone alternatives to a less than significant level.

Table 1-3: **Comprehensive Plan Open Space and Recreation Facility Goals for U District**

	Comprehensive Plan Goal	U District Target	Resource	Status
	<b>Open Space Supply</b>			
2013	<b>Village Open Space</b> ▶ one acre per 1,000 households ▶ one acre per 10,000 jobs	<b>6.77 acres total</b> 6.14 acres, by household 0.63 acres, by jobs	3.85 acres	Goal not met: <b>2.9-acre deficit</b>
2035	<b>Village Open Space</b> ▶ one acre per 1,000 households ▶ one acre per 10,000 jobs	<b>11.15 acres total</b> 10.04 acres, by household 1.11 acres, by jobs	6.04 acres anticipated, per planned projects	Goal not met: <b>5.1-acre deficit</b>
	<b>One “Village Commons”</b> ▶ where the existing or projected households total 2,500 or more	1 Village Commons	1 Village Commons	<b>Goal met</b>
	<b>Specific facilities</b>			
	<b>One indoor, multi-use recreation facility</b> ▶ per Urban Center	1 recreation center	No City-owned recreation center	<b>Goal not met</b>
2013	<b>One dedicated community garden</b> ▶ for each 2,500 households	2 community gardens	3 community gardens	<b>Goal met</b>
2035	<b>One dedicated community garden</b> ▶ for each 2,500 households	4 community gardens	3 community gardens	<b>Goal not met</b>

Source: City of Seattle, 2014

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## Public Services

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See Section 3.8 for a full discussion of public service affected environment and potential impacts.

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Since each alternative assumes the same planning estimate for growth, the potential for impacts to public services is the same for all alternatives.

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### SIGNIFICANT IMPACTS

**Fire and Emergency Services.** Construction activities associated with potential development under the proposed alternatives could result in an increase in demand for fire services. Existing Fire Department staffing and equipment are anticipated to be sufficient to handle increased service needed for construction activities.

As development occurs, the increased number of residents and workers would likely result in a commensurate increase in calls for emergency services. The Fire Department would attempt to maintain response times consistent with current performance levels. However, depending on the rate and amount of new development, additional staffing and equipment may be required in order to maintain performance levels.

**Police Services.** It is anticipated that the Police Department would have sufficient staffing and facilities to accommodate the increased demand for service from the U District study area and no additional safety problems would occur as a result of development under the alternatives. Part of this can be attributed to the Department's ability to deliver proactive police-community project solving services to the area and the City of Seattle in general through the implementation of the Neighborhood Policing Staffing Plan.

**Public Schools.** Under any of the alternatives, an increase in households in the U District study area would contribute to a continuing need by the Seattle School District to manage capacity at local schools and to construct new and expanded facilities to accommodate a growing student population. The current study area population is characterized by a large number of student households and relatively few families. It is likely potential increases in public school student population associated with development in the U District study area would be incremental and would result in associated incremental impacts on school facility capacity. This type of change would allow the District to respond through short-, intermediate- and long-term capacity management planning. Significant impacts associated with the proposal are not anticipated.

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## MITIGATING MEASURES

Future population and employment increases associated with potential development in the U District study area would be incremental and would result in associated increases in demand for public services. These impacts could be addressed by the following mitigation measures.

- ▶ A portion of the tax revenue generated from potential redevelopment in the study – including construction sales tax, business and operation tax, property tax and other fees, licenses and permits – would accrue to the City of Seattle and could help offset demand for police and fire services.
- ▶ All new buildings would be constructed in accordance with the 2006 Fire Code which is comprised of the 2006 International Fire Code with Seattle amendments or the applicable fire code in effect at the time of permit submittal.
- ▶ Design features could be incorporated into potential development in the study that would help reduce criminal activity and calls for police service, including orienting buildings towards the sidewalk and public spaces, providing connections between buildings, and providing adequate lighting and visibility.
- ▶ Ongoing capacity management by the Seattle School District will help meet future school capacity needs associated with growth in the U District study area. The School District also has the option of collecting impact fees under Washington State’s Growth Management Act and voluntary mitigation fees paid pursuant to the State Environmental Policy Act.

## SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts to public services are anticipated.

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See Section 3.9 for a full discussion of utility affected environment and significant impacts.

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## Utilities

### SIGNIFICANT IMPACTS

**Water.** New development will be required to include practices which will incorporate efficient plumbing fixtures, water conserving landscaping, and water reuse opportunities that can reduce per capita water demand. These practices will reduce the overall impact to water use within the area of the proposed alternatives. It should be noted that the potential impact to water use is equally likely under the no action alternative as under the action alternatives. Therefore, increased water use is not considered a significant impact of the proposal.

**Sanitary Sewer System.** The increased development that would be permitted by any of the alternatives could result in greater demands on the local sewer collection system and on the downstream conveyance and treatment facilities. The potential increased demand is equally likely under the no action alternative as under the action alternatives. Therefore, increased demand for sanitary sewer service is not considered a significant impact of the proposal.

**Storm Sewer System.** Current drainage code will require redeveloped sites that discharge to the storm sewers to provide stormwater detention with Green Storm Water Infrastructure (GSI) that allows some water to infiltrate, and be kept on site, before the rest is released to the storm sewer.

Current stormwater code standards will help control peak rates of stormwater through the local combined sewer systems, limiting the frequency of street flooding from the local collector pipes and reducing the risk of combined sewer overflows from the trunk mains.

**Electricity.** Under all scenarios, future growth and development will increase demand for electrical energy. Additional studies are required to determine whether major upgrades to the substation infrastructure will be required. The local distribution system may need improvements or reconfiguration to meet future growth needs throughout the study area. Development concentrated in the network distribution area may have a higher impact to the electrical system than development spread over a wider area and/or in the area served by the looped radial distribution system.

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## MITIGATING MEASURES

### Water

- ▶ The use of low or no-flow fixtures and water saving devices in new construction and renovations.
- ▶ Collection and re-use of storm water for non-potable uses (irrigation, toilet flushing, mechanical make up water, etc.) would reduce demand on the public water supply.

### Combined Sewer

- ▶ As individual sites redevelop, current stormwater code standards, including Green Stormwater Infrastructure, will help control peak rates of stormwater through the local combined sewer systems and reduce the risk of combined sewer overflows.

### Stormwater

- ▶ New development in the area will be required to meet the 2009 City of Seattle Drainage Code. Stormwater collected on site will be required to be held on site with Green Stormwater Infrastructure (GSI) methods, or detained before discharge to the city storm system. These measures will reduce the peak rate of water discharged to the combined and storm sewer systems.

### Electric Power

- ▶ Evaluate and identify the future service system needs through collaborative planning process between Seattle Department of Development and Seattle City Light.
- ▶ The installation of photo-voltaic and other local generating technologies will reduce the demand on the public generating and distribution facilities.
- ▶ Evaluate the feasibility of a district energy system.
- ▶ Construction and operation of LEED compliant (or similar ranking system) buildings will reduce the level of increase required in power systems.
- ▶ Reduce the use of power in building heating and cooling with passive systems and modern power saving units.

## SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts to utilities are anticipated.

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