

City of Seattle

ENVIRONMENTAL CHECKLIST

A. BACKGROUND:

1. Name of proposed project, if applicable:

An Ordinance relating to land use and zoning, allowing principal use parking as an interim use on eligible lots in all zones within the Station Area Overlay District and on lots occupied or owned by institutions within one quarter mile of a light rail station, where principal use parking is not otherwise permitted, providing for waiver of development standards, amending Sections 23.42.040, 23.76.004, 23.76.006, and 23.76.032 of the Seattle Municipal Code.

2. Name of Applicant:

City of Seattle Department of Planning and Development

3. Address and phone number of applicant and contact person:

Applicant: City of Seattle
Department of Planning and Development

Contact: William Mills
206-684-8738

4. Date checklist prepared:

June 1, 2010

5. Agency requesting checklist:

City of Seattle Department of Planning and Development.

6. Proposed timing or schedule (include phasing if applicable):

The amendments will likely be discussed in a public hearing and considered by the City Council in July of 2010.

7. Do you have any plans for future additions, expansions, or further activities related to or connected with this proposal? If yes, explain:

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal:

The information provided in this checklist.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain:

Not applicable. This is a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards.

10. List any governmental approvals or permits that will be needed for your proposal, if known:

The proposed amendment requires adoption by the City Council. Future projects developed pursuant to the provisions of the proposal will require permits, project approvals, and environmental review as provided for in the Seattle Municipal Code.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site.

The proposal is an amendment to the Seattle Land Use Code that would allow interim parking in all zones within the Station Area Overlay District, and would allow interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station. The proposal would specifically accomplish the following:

- Allow light rail parking as an interim use on existing lots in station areas in Southeast Seattle (North Beacon Hill, Mt. Baker, Columbia City, Othello and Rainier Beach Station Areas) where commuter parking is not currently allowed.
- Owners would be able to make parking available to rail commuters or employees or patrons of nearby businesses.
- Light rail commuter and business support parking would further be allowed on lots owned by institutions within walking distance of these light rail stations.
- The proposal would not allow principal structures to be demolished in order to establish a parking use.
- Limit the number of parking spaces that may be established on a lot to 40, above which is the threshold for environmental review pursuant to the State Environmental Policy Act (SEPA) when a parking use is proposed.
- The interim use parking allowance would be permitted for a maximum term of three years, and the ability to apply for a permit would expire at the end of 2012.

B. ENVIRONMENTAL ELEMENTS:

1. Earth

- a. General description of site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other.**

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. The Station Area Overlay District and light rail stations are located in Southeast Seattle on or near the right-of-way of Martin Luther King Junior Way South. Maps of the Station Area Overlay District, showing its location, boundaries, and applicable zoning, are attached to this checklist as Attachment 1.

- b. What is the steepest slope on the site (approximate percent slope)?**

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. If adopted, the proposal may affect specific development projects on sites of varying topography. Individual projects that may utilize the provisions of this proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review) and environmentally critical areas regulations as they move forward.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Sites that may qualify for the exemptions are located throughout the five neighborhoods within the Station Area Overlay District and within one quarter mile of the light rail stations and could be located on any of the soil types found throughout the Station Area Overlay District and within one quarter mile of the light rail stations. Individual projects developed pursuant to this proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review) that will include a consideration of soil types at specific development sites.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No. The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Sites that may qualify for interim parking are located throughout the five neighborhoods within the Station Area Overlay District and within one quarter mile of the light rail stations and could be located on any of the soil types found throughout the Station Area Overlay District and within one quarter mile of the light rail stations.

e. Describe the purpose, type and approximate quantities of any filling or grading proposed. Indicate source of fill.

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Sites that may qualify for the exemptions are located throughout the Station Area Overlay District and within one quarter mile of the light rail stations. Individual projects developed pursuant to the proposal may involve filling and grading and will be subject to environmental review (if they meet or exceed thresholds for environmental review).

f. Could erosion occur as a result of clearing, construction or use? If so, generally describe.

No. The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Individual projects developed pursuant to the provisions of this proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review) and the City's Stormwater, Grading and Drainage Code.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. The amount of impervious surface coverage depends upon existing site conditions and site design of a project-specific action. Individual projects subject to the provisions of this proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review).

h. Proposed measures to reduce or control erosion or other impacts to the earth, if any:

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Individual projects developed pursuant to the provisions of this proposal will occur over time and cannot be evaluated in terms of measures to reduce or control erosion or other impacts to the earth at this stage. The amount of erosion depends upon existing site conditions and site design of a project-specific action. Such projects will be subject to

environmental review (if they meet or exceed thresholds for environmental review), and the City's existing regulations as they move forward.

There are established policies and regulations to limit the potential of erosion and landslide impact of specific development proposals. The indirect effects of this non-project proposal on surface water resources are addressed in Section D, Supplemental Sheet for Non-project Actions.

2. Air

a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Not applicable. This is a non-project action and no changes to air or odor standards are proposed. A SEPA Greenhouse gas (GHG) Emissions Worksheet is required for all individual projects that may be developed pursuant to this proposal, if SEPA thresholds are met or exceeded.

The indirect effects of this non-project proposal to air resources are addressed in Section D, Supplemental Sheet for Non-project Actions.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No. The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Individual projects developed pursuant to the provisions of this proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review) as they move forward. Off-site sources of emissions or odors could exist in the vicinity of individual projects subject to the provisions of this proposal. There are established policies and regulations to prevent emissions that would result in harmful impacts on human activity in and adjacent to the study area.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Individual projects developed pursuant to the provisions of this proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review) as they move forward. There are established policies and regulations to minimize or prevent adverse air quality impacts of specific development projects. Individual projects subject to

the provisions of this proposal will occur over time and cannot be evaluated in terms of other measures to reduce or control emissions or other impacts to air at this stage. Such projects will be subject to environmental review (if they meet or exceed thresholds for environmental review) as they move forward.

3. Water

a. Surface Water:

- 1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. It is possible that future sites could be near a surface water body.

- 2) **Will the project require any work over, in or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

This is a non-project action. Individual projects developed pursuant to the provisions of this proposal may be located within 200 feet of water bodies and will be subject to provisions of the Shoreline Master Program and the Environmental Critical Areas regulations in the Seattle Municipal Code.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

This is a non-project action. Individual projects developed pursuant to this legislation may include fill and dredging activities, although it is unlikely, and will be subject to environmental review, the City's Shoreline Master Program and Environmentally Critical Areas regulations as well as other state and federal laws governing waterways and wetlands.

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

This is a non-project action. Individual projects developed pursuant to this proposal may require surface water withdrawals and/or diversions and will be subject to environmental review if they meet or exceed thresholds for environmental review.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Since the amendment applies to various sites on which development or redevelopment of structures may occur, it is possible that future development sites could be located on 100-year floodplains. Development in floodplains is subject to the City's Environmentally Critical Areas Ordinance and will be subject to environmental review (if they meet or exceed thresholds for environmental review).

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No. The proposal is a non-project action.

b. Ground Water:

1) Will groundwater be withdrawn or will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Zoning and development regulation changes in the proposed legislation are unlikely to result in the withdrawal of or discharge to ground water as part of the site development for an individual project. Individual projects subject to the provisions of this proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review), the City's Environmentally Critical Areas Ordinance, and other requirements as they move forward. New development will need to include adequate sanitary sewer connection and capacity, and stormwater controls, as required by applicable regulations.

2) Describe waste material that will be discharged into the ground for septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable. The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Individual projects developed pursuant to the proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review) as they move forward.

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

This is a non-project action. It is possible that projects developed pursuant to the proposal could result in runoff, but that runoff would not be a direct result of the proposal. The amount of runoff and method of collection depends upon existing site conditions and site design of a project-specific action. Individual projects will be subject to the City's stormwater and drainage requirements and environmental review (if they meet or exceed thresholds for environmental review). The indirect effects of this non-project proposal related to water runoff are addressed in Section D, Supplemental Sheet for Non-project Actions.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.**

The proposal is a non-project action and has no direct impact on whether waste materials would enter ground or surface waters. Individual projects developed pursuant to zoning and land use changes of the proposal will be subject to the City's Environmentally Critical Areas Ordinance, and the City's stormwater and drainage requirements and environmental review (if they meet or exceed thresholds for environmental review.) The indirect effects of this non-project proposal related to water runoff are addressed in Section D, Supplemental Sheet for Non-project Actions.

d. Proposed measures to reduce or control surface, ground or runoff water impacts, if any:

The project is a non-project action. There are established policies and regulations to protect wetlands, riparian corridors, lakes, drainage basins, wildlife habitats, slopes, and other property from adverse drainage impacts of specific development projects. New projects developed pursuant to the land use and zoning changes of the proposal will be required to comply with the City's Stormwater, Grading & Drainage Control Ordinance and provide for mitigation of erosion, if required. Individual projects will also be subject to environmental review (if they meet or exceed thresholds for environmental review).

4. Plants

a. Check the types of vegetation found on the site:

- Deciduous tree: alder, maple, aspen, other
 Evergreen tree: fir, cedar, pine, other
 Shrubs
 Grass
 Pasture
 Crop or grain
 Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other

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Water plants: water lily, eelgrass, milfoil, other
 Other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

The project is a non-project action. Individual development projects developed pursuant to the land use and zoning changes of the proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review), the City's Environmentally Critical Areas Ordinance, Significant Trees Ordinance, and other regulations. The indirect effects of this non-project proposal on vegetation are addressed in Section D, Supplemental Sheet for Non-project Actions.

The amount of vegetation removed depends upon existing site conditions and project-specific site design. The proposed legislation is unlikely to affect the amount of vegetation removed or altered compared to that allowed under existing regulations.

c. List threatened or endangered species known to be on or near the site:

This is a non-project action. The proposal includes changes in land use and zoning that are unlikely to have a different effect on threatened or endangered plant species than existing regulations. Individual projects developed pursuant to the land use and zoning changes of this proposed legislation will be subject to the City's Environmentally Critical Areas Ordinance, which requires identification of threatened or endangered species on or near individual project sites.

d. Proposed landscaping, use of native plants or other measures to preserve or enhance vegetation on the site, if any:

The proposal is a non-project action. Individual projects developed pursuant to the land use and zoning changes of this proposal will occur over time and cannot be evaluated in terms of landscaping or other measures to preserve or enhance vegetation at this stage. Such projects will be subject to environmental review (if they meet or exceed thresholds for environmental review).

5. Animals

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

This proposal is a non-project action and does not involve construction or development activity. Individual projects developed pursuant to the land use and zoning changes of this proposal will occur over time and cannot be evaluated in terms of specific animals present on potential sites at this stage.

b. List any threatened or endangered species known to be on or near the site.

This proposal is a non-project action and does not involve construction or development activity. Individual projects developed pursuant to the land use and zoning changes of this

proposal will occur over time and cannot be evaluated in terms of specific animals present on potential sites at this stage.

c. Is the site part of a migration route? If so, explain.

Not applicable. The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Individual projects developed pursuant to this proposal may include sites that are part of a migration route and will be subject to environmental review (if they meet or exceed thresholds for environmental review), which would consider if individual sites are part of a migration route, and individual projects would be subject to review under the City's Regulations for Environmentally Critical Areas as applicable.

d. Proposed measures to preserve or enhance wildlife, if any:

The proposal is a non-project action that is not anticipated to have any specific impacts on wildlife. Individual projects developed pursuant to the land use and zoning changes of the proposal will occur over time and cannot be evaluated in terms of measures to preserve or enhance wildlife at this stage. Such projects will be subject to environmental review (if they meet or exceed thresholds for environmental review), and the City's Environmentally Critical Areas Ordinance for habitat protection.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing etc.

The project is a non-project action. Individual projects developed pursuant to the land use and zoning provisions of the proposal will occur over time and cannot be evaluated in terms of energy requirements at this stage. Such projects will be subject to subsequent environmental review (if they meet or exceed thresholds for environmental review).

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

This is a non-project action. Individual projects developed pursuant to the land use and zoning provisions of the proposal will occur over time and cannot be evaluated in terms of impacts to adjacent properties at this stage. Individual development projects subject to the proposal will also be subject to environmental review (if they meet or exceed relevant thresholds).

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The proposal is a non-project action. Individual projects developed pursuant to land use and zoning provisions of the proposal will occur over time and cannot be evaluated in terms of energy conservation features or measures to reduce or control energy impacts at this stage. Such projects will be subject to environmental review (if they meet or exceed thresholds for environmental review) and will need to meet the City's energy code requirements. The indirect effects of this non-project proposal on energy resources are addressed in Section D, Supplemental Sheet for Non-project Actions.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste, that could occur as a result of this proposal? If so, describe.**

This is a non-project action. Individual projects developed pursuant to the land use and zoning provisions of the proposal will be subject to the City's Environmentally Critical Areas Ordinance and environmental review (if they meet or exceed thresholds for environmental review).

1) Describe special emergency services that might be required.

The amount of potential development that would result from the proposal is within the range covered by the City of Seattle's Comprehensive Plan for Fire Protection and Police Services. In general, emergency service providers including the Fire and Police Departments will review the effects of increased development and propose enhanced services as necessary as part of their planning for future service needs. The indirect effects of this non-project proposal are not expected to result in an increased need for emergency services. See discussion in Section D, Supplemental Sheet for Non-project Actions.

Individual projects subject to the provisions of this proposal will occur over time and cannot be evaluated in terms of special emergency services required at this stage. Such projects will be subject to environmental review (if they meet or exceed thresholds for environmental review), and will need to meet the City's concurrency requirements for public services infrastructure.

2) Proposed measures to reduce or control environmental health hazards, if any:

The indirect effects of this non-project proposal are not expected to result in an increase of environmental health hazards. Individual projects developed pursuant to the provisions of the land use and zoning provisions of the proposal will occur over time and cannot be evaluated in terms of measures to reduce or control environmental health hazards at this stage. Such projects will be subject to project-specific environmental review (if they meet or exceed thresholds for environmental review), building code, and

other public health and safety requirements. See discussion in Section D, Supplemental Sheet for Non-project Actions.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Ambient noise sources could include traffic and equipment operations. For individual projects developed pursuant to the proposal, the extent of existing traffic and other noise affecting a given project will be assessed through project-specific environmental review (if they meet or exceed thresholds for environmental review).

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

This is a non-project action. The indirect effects of this non-project proposal are not expected to increase noise impacts. Individual projects developed pursuant to the land use and zoning provisions of the proposal will occur over time and cannot be evaluated in terms of noise impacts at this stage. Such projects will be subject to environmental review (if they meet or exceed thresholds for environmental review) as they move forward. See discussion in Section D, Supplemental Sheet for Non-project Actions. Projects will also be subject to the Noise Ordinance.

3) Proposed measures to reduce or control noise impacts, if any:

This proposal is a non-project action and does not involve construction or development activity. Individual projects subject to the provisions of this proposal will occur over time and cannot be evaluated in terms of measures to reduce or control noise impacts at this stage. Such projects will be subject to project-specific environmental review (if they meet or exceed thresholds for environmental review) and to the Noise Ordinance.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards.

The proposal would apply to a variety of sites containing commercial, residential, and industrial development.

b. Has the site been used for agriculture? If so, describe.

No. The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards.

c. Describe any structures on the site.

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Structures found on the sites to be regulated by the proposed amendments include a wide variety of building types of varying heights, building materials, age, and lot coverage.

d. Will any structures be demolished? If so, what?

This is a non-project action. No demolition is expected as a direct result of the proposal. While individual projects developed pursuant to the land use and zoning provisions of the proposal could include demolition of existing structures, the proposal would not allow demolition of principal structures in order to establish interim use parking.

e. What is the current zoning classification of the site?

Properties subject to the proposal are located in a variety of zones and locations throughout Southeast Seattle.

f. What is current comprehensive plan designation of the site?

The area subject to the proposed amendment could include various comprehensive plan designations.

g. If applicable, what is the current shoreline master program designation of the site?

The area subject to the proposed amendment does not include sites located within the shoreline overlay districts or within various shoreline designations. The proposed changes will not result in changes to any shoreline designation.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. The variety of sites proposed to be regulated by the legislation could include any “environmentally sensitive” area.

i. Approximately how many people would reside or work in the completed project?

Not applicable. The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards.

j. Approximately how many people would the completed project displace?

The indirect effects of this non-project proposal are not expected to increase the rate and extent at which residences or businesses are displaced.

k. Proposed measures to avoid or reduce displacement impacts, if any:

The indirect effects of this non-project proposal are not expected to increase the rate or extent at which residences or businesses are displaced.

l. Proposed measures to ensure the proposal are compatible with existing and projected land uses and plans, if any:

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. The proposal does not establish any new uses of land. Future projects developed pursuant to the provisions of the proposal will require permits, project approvals, and environmental review (if they meet or exceed thresholds for environmental review) as provided for in the Seattle Municipal Code.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

This is a non-project action. Individual projects subject to the provisions of this proposal will occur over time and cannot be evaluated in terms of provision of housing units at this stage. Such projects will be subject to environmental review (if they meet or exceed

thresholds for environmental review), and will need to meet the City's requirements for providing replacement use for any housing units that are proposed to be demolished.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

This is a non-project action. Individual projects subject to the provisions of this proposal will occur over time and cannot be evaluated in terms of elimination of housing units at this stage. Such projects will be subject to environmental review (if they meet or exceed thresholds for environmental review), and will need to meet the City's requirements for providing replacement use for any housing units that are proposed to be demolished.

c. Proposed measures to reduce or control housing impacts, if any:

The indirect effects of this non-project proposal are not expected to result in increased housing impacts.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

This is a non-project action. Projects and development consistent with this proposal will occur over time and cannot be evaluated in terms of heights or building materials at this stage. Such projects will be subject to environmental review (if they meet or exceed thresholds for environmental review).

b. What views in the immediate vicinity would be altered or obstructed?

This is a non-project action. Individual projects developed pursuant to this proposal will occur over time and cannot be evaluated in terms of view alteration at this stage. Individual projects subject to the proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review) for height, bulk and scale impacts and the City's Design Review Program, if applicable.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable. The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

This is a non-project action. Individual projects subject to the proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review) for light and glare impacts.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?**

This is a non-project action. Individual projects developed pursuant to the proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review) for light and glare impacts.

- c. What existing off-site sources of light or glare may affect your proposal?**

This is a non-project action. Ambient light and glare typical of urban areas exist in various locations in the Station Area Overlay District and within one quarter mile of the light rail stations. The extent of light and glare resulting from an individual project subject to this proposal will be assessed through project-specific environmental review (if they meet or exceed thresholds for environmental review).

- d. Proposed measures to reduce or control light and glare impacts, if any:**

This is a non-project action. The extent of light and glare resulting from an individual project will be assessed and mitigated through project-specific environmental review (if they meet or exceed thresholds for environmental review).

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?**

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Individual projects developed pursuant to the proposal will be subject to environmental review (if the project meets or exceeds thresholds for environmental review) and informal recreational opportunities in the vicinity of specific project sites will be identified.

- b. Would the proposed project displace any existing recreational uses? If so, describe.**

This is a non-project proposal that is not likely to change the potential for displacement of any existing recreational uses. Individual projects subject to the proposal will also be subject to environmental review (if they meet or exceed thresholds for environmental review) for recreation impacts.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

This is a non-project proposal. Individual projects developed pursuant to the proposal will also be subject to environmental review (if they meet or exceed thresholds for environmental review) for impacts on recreation.

13. Historical and Cultural Preservation

a. Are there any places or objects listed on, or proposed for national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

The proposed amendments are a non-project action, applicable to a variety of sites and within various zones. City, State and National Landmarks are found throughout the city.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site?

This is a non-project action. Individual projects and development that are subject to the proposal will be subject to the City's regulations related to historic and archaeologically significant landmarks as well as environmental review (if they meet or exceed thresholds for environmental review).

c. Proposed measures to reduce or control impacts, if any:

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. The indirect impacts of this non-project proposal on historic and cultural resources are discussed in Section D, Supplemental Sheet for Non-project Actions. There are established policies and regulations to maintain and preserve significant historic sites and structures and to provide the opportunity for analysis of archaeological sites during review of specific development projects. Projects involving structures or sites that have been designated as landmarks are subject to compliance with the Landmarks Preservation Ordinance.

14. Transportation

a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Seattle is served by a variety of streets and highways located near or adjacent to the sites to be affected by the proposed amendments.

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Seattle is served by varying levels of public transportation services depending on location and density of the neighborhood.

c. How many parking spaces would the completed project have? How many would the project eliminate?

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. No parking would be added or eliminated by this non-project action.

For the Station Area Overlay District (SAOD) and within a quarter mile of a light rail station, there are a total of approximately 50 sites in the SAOD and ten sites within a quarter mile of a light rail station that could either add new interim use parking under the proposal or convert existing accessory parking, with approximate numbers as follows:

Mt. Baker Station Area Overlay – 13 sites within the SAOD and two sites outside (within a quarter mile of the light rail station). Total approximate parking (existing and vacant lots that could be converted) – 1,682 spaces, all inside the SAOD, as the sites outside are not suitable.

Beacon Hill Station Area Overlay – eight sites within and four sites within a quarter mile – 310 spaces inside and 175 outside, mostly on the El Centro de la Raza site.

Columbia City Station Area Overlay – seven sites within and four sites within a quarter mile – 390 spaces including about 25 outside the SAOD on two church lots and an elder care facility.

Othello Station Area Overlay – 13 sites within and no sites outside, although there are several sites in commercial zones outside the SAOD where parking could be permitted outright by current Code – 1,830 spaces, assuming conversion of all vacant land to parking

and that commercial uses including Safeway and King Plaza converted all of their existing parking.

Henderson Station Area Overlay – nine sites within and no sites outside – 497 existing parking and an additional 500 if all vacant land were converted, for potentially about 1000 spaces total.

Although the total number of potential parking spaces is about 5,400 parking spaces, the proposal limits the number of new parking spaces to no more than 40 spaces per interim use lot. Due to the proposed limit of 40 parking spaces per interim use lot (estimated to be approximately 60 lots), a maximum of about 2,400 parking spaces could be either added as interim parking or converted from accessory to interim parking. It cannot be determined how many of these potential spaces will actually be established and used as interim parking. Likely, not all property owners would be interested in providing this type of parking. It is expected, however, that the total number of potential interim parking spaces would not significantly impact traffic or add to traffic in or near the Station Area Overlay Districts.

Individual projects developed pursuant to the proposal will be subject to review for compliance with parking requirements and to environmental review (if they meet or exceed thresholds for environmental review) for impacts on parking.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. The proposal is not expected to require new roads or streets.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Seattle is served city-wide by water, rail and air transportation.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or

owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. It is not anticipated that the proposal will result in a significant increase or decrease in the number of vehicular trips in any areas to be regulated by the proposed legislation. The direct and indirect effects of this non-project proposal on vehicle trips are discussed in Section D, Supplemental Sheet for Non-project Actions.

g. Proposed measures to reduce or control transportation impacts, if any:

Not applicable. The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Individual projects subject to the proposal will be subject to environmental review (if they meet or exceed thresholds for environmental review). Further, since the interim use permits are proposed to be effective for a limited period of time, any impacts are expected to be temporary, as well.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. The proposed amendments are not expected to change potential demand for public services. The indirect effects of this non-project proposal on public services are discussed in Section D, Supplemental Sheet for Non-project Actions.

b. Proposed measures to reduce or control direct impacts on public services, if any.

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. It does not involve construction or development activity.

16. Utilities

a. Utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or

owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Individual projects developed pursuant to this proposal would be served by utilities including electricity, natural gas, water, refuse service, telephone, and sanitary sewer.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed:

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. The proposal is not expected to change potential demand for utility services or the specific services to be provided, which are decided on a site-by-site basis. The indirect effects of this non-project proposal on utilities are discussed in Section D, Supplemental Sheet for Non-project Actions.

C. SIGNATURE

Signature provided following section D below.

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering the questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. It is expected that there is no potential for increased impacts to water, air, or noise or additional release of hazardous substances. Greenhouse gas (GHG) emissions have also been considered, and no changes to GHG emissions are expected as a result of this non-project action. Individual projects developed pursuant to the land use and zoning provisions of the proposal will occur over time and cannot be evaluated in terms of discharge to water, emissions to air, production, storage, or release of toxic or hazardous substances, or noise, at this stage. Such projects will be subject to environmental review (if they meet or exceed thresholds for environmental review) as they move forward.

Proposed measures to avoid or reduce such increases are:

As discussed above, there is little to no potential for indirect impacts of this non-project proposal. The existing regulatory framework, i.e., the Land Use Code, The Shoreline Master Program, Environmentally Critical Areas Ordinance, and the City's SEPA ordinance will address impacts during review of development proposals on a project-specific basis. A SEPA GHG Emissions Worksheet is required for all individual projects that may be developed pursuant to this proposal. Any potential impacts from GHG emissions will be addressed during review of development proposals on a project-specific basis.

2. How would the proposal be likely to affect plants, animals, fish or marine life?

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. As a result, the potential for increased environmental impacts to plants, animals, fish or marine life is low. On a site-by-site basis, future development projects could potentially result in plant and animal impacts as a result of clearing vegetation or habitat that may be present on these sites.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

As discussed above, it is not expected that there will be any potential for indirect impacts of this non-project proposal. The existing regulatory framework, i.e., the Land Use Code, The Shoreline Master Program, Environmentally Critical Areas Ordinance, and the City's SEPA ordinance will address impacts during review of development proposals on a project-specific basis.

3. How would the proposal be likely to deplete energy or natural resources?

The proposed amendments to the Land Use Code would be unlikely to result in any major changes to the rate of development or patterns of development in the City. As a result, the potential for increased depletion of energy and natural resources is low.

Proposed measures to protect or conserve energy and natural resources are:

As discussed above, the potential for indirect impacts of this non-project proposal are expected to be minor. The existing regulatory framework, i.e., the Land Use Code, The Shoreline Master Program, Environmentally Critical Areas Ordinance, and the City's SEPA ordinance will address impacts during review of development proposals on a project-specific basis.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened, or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. The existing regulatory framework, i.e., the Land Use Code, The Shoreline Master Program, Environmentally Critical Areas Ordinance, and the City's SEPA ordinance will address impacts during review of development proposals on a project-specific basis.

Proposed measures to protect such resources or to avoid or reduce impacts are:

The existing regulatory framework, i.e., the Land Use Code, The Shoreline Master Program, Environmentally Critical Areas Ordinance, and the City's SEPA ordinance will address impacts during review of development proposals on a project-specific basis.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land and shoreline uses incompatible with existing plans?

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. It is unlikely to result in any major changes to the rate of development or patterns of development in shoreline areas of the City. The existing regulatory framework, i.e., the Land Use Code, The Shoreline Master Program, Environmentally Critical Areas Ordinance, and the City's SEPA ordinance will address impacts during review of development proposals on a project-specific basis.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The proposed amendments are a non-project action that would allow interim parking in all zones within the Station Area Overlay District, and interim parking on lots occupied or owned by institutions within one quarter mile of a light rail station, where these interim uses are not otherwise permitted, and provide for waiver of certain development standards. Projects developed pursuant to the proposal are subject to review under the existing regulatory framework, i.e., the Land Use Code, The Shoreline Master Program, Environmentally Critical Areas Ordinance, and the City's SEPA ordinance. Impacts will be addressed through the review of specific projects for compliance under the provisions of these regulations.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposed amendment will not result in significant adverse impacts to traffic or parking or public services and utilities. The existing regulatory framework, i.e., the Land Use Code, The Shoreline Master Program, Environmentally Critical Areas Ordinance, and the City's SEPA ordinance will address impacts during review of development proposals on a project-specific basis. The proposal is not anticipated to have a substantial effect on public services or utilities.

Proposed measures to reduce or respond to such demands are:

Projects developed pursuant to the proposal would be reviewed on a case-by-case basis. Since any parking uses that may be developed will be temporary, mitigation is not likely to be required.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No conflicts are anticipated with local, state, or federal laws or requirements for protection of the environment.

SIGNATURE:

I, the undersigned, state that to the best of my knowledge the above information is true and complete. It is understood that the lead agency may withdraw any declaration of non-significance that it might issue in reliance upon this checklist should there be any willful misrepresentation or willful lack of full disclosure on my part.

William K. Mills
Senior Land Use Planner

June 1, 2010
Date

This checklist was reviewed by:

John G. Shaw, Senior Transportation Planner, City of Seattle
Department of Planning and Development

June ____, 2010
Date

Attachment 1 Station Area Overlay District Maps



SAOD_Columbia
City.pdf



SAOD_Beacon
Hill.pdf



SAOD_Othello St.pdf



SAOD_Mt Baker.pdf



SAOD_Henderson.pdf