



Chapter 5
Appendices

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A Scoping Notice & Comment Summary

This appendix includes the main scoping report published November 2022, which contains the summary of written comments, survey responses received, and stakeholder and public meeting input. The full scoping report, including the complete compilation of comment letters, is available online at: .

https://seattle.gov/documents/departments/sdot/projectsandprograms/stp_sepascopingreport_final2022-11-07.pdf

B Equity Report

Also available online at:

[https://www.seattle.gov/documents/Departments/SDOT/TransportationEquity/TransportationEquity_Frame
work_Report_41422.pdf](https://www.seattle.gov/documents/Departments/SDOT/TransportationEquity/TransportationEquity_Frame
work_Report_41422.pdf)

C Land Use - Secondary Study Area Impacts

This Appendix provides subarea discussions of potential land use pattern impacts by the eight subareas under review in the EIS. Please see Section 3.5 of the Draft EIS for the context of the affected environment, citywide impacts, and mitigation measures.

Impacts of Alternative 1: No Action

Secondary Study Area Impacts

NW Seattle (Analysis Zone 1)

Alternative 1 includes elements of the pedestrian, bike and transit network that currently exist or have committed funding in NW Seattle. See Exhibit 5-1.

Exhibit 5-1. Alternative 1 Transportation Network: NW Seattle

Alternative 1 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 1	25.22 miles	32.45 miles	476.04 miles	7.57 miles	10.84 miles

Sources: City of Seattle, 2023; BERK, 2023.

Existing transit and bicycle facilities are oriented north-south, centering service on existing arterial streets. Roughly 480 miles of the pedestrian network is anticipated under Alternative 1, which includes planned improvements. Alternative 1 would likely result in improved infrastructure with these investments and as new development projects would be subject to city standards for frontage improvements. The freight network is more integrated within the NW Seattle study area, facilitating connections to the Ballard Interbay Manufacturing Industrial Center. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

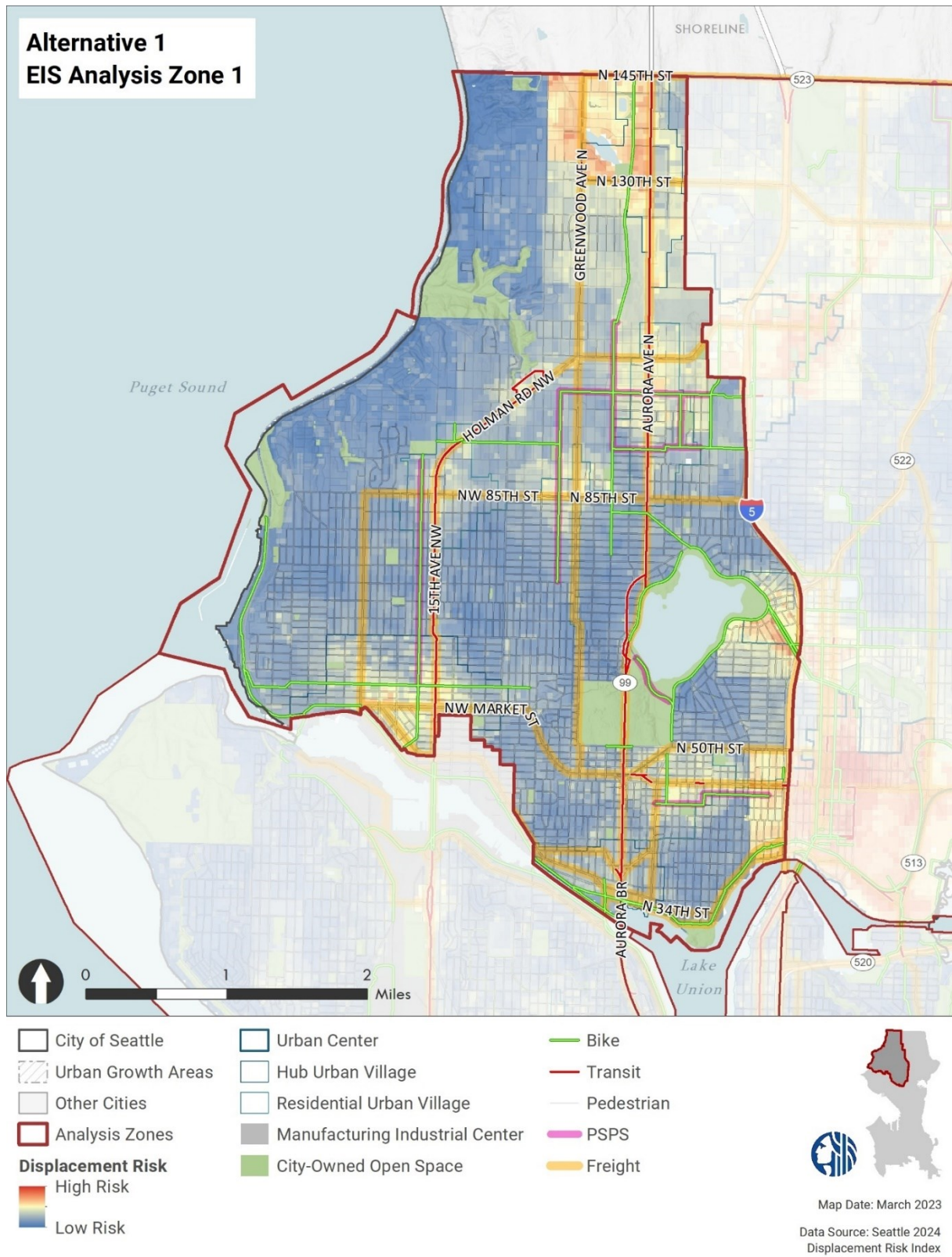
The Comprehensive Plan’s Action Alternative 5 distributes more growth to a greater number of locations. This is likely to result in a denser land use pattern citywide with focused growth in the urban centers and villages and smaller mixed-use nodes in the new neighborhood anchors and along corridors with frequent transit. Alternative 1 has the potential for adverse impact for future land use compatibility due to the limited scope of future transportation investments compared to the Action Alternatives 3 and 4.

Based on the city’s displacement risk index, much of the EIS Analysis Zone 1 is at low risk for displacement. Smaller areas around NE 145th St are at a higher risk of displacement within the Analysis zone. These areas are anticipated to see additions of bike, transit and freight. Overall, Alternative 1 proposes limited additions of transportation improvements in Analysis Zone 1. See Exhibit 5-2 and Exhibit 5-3. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

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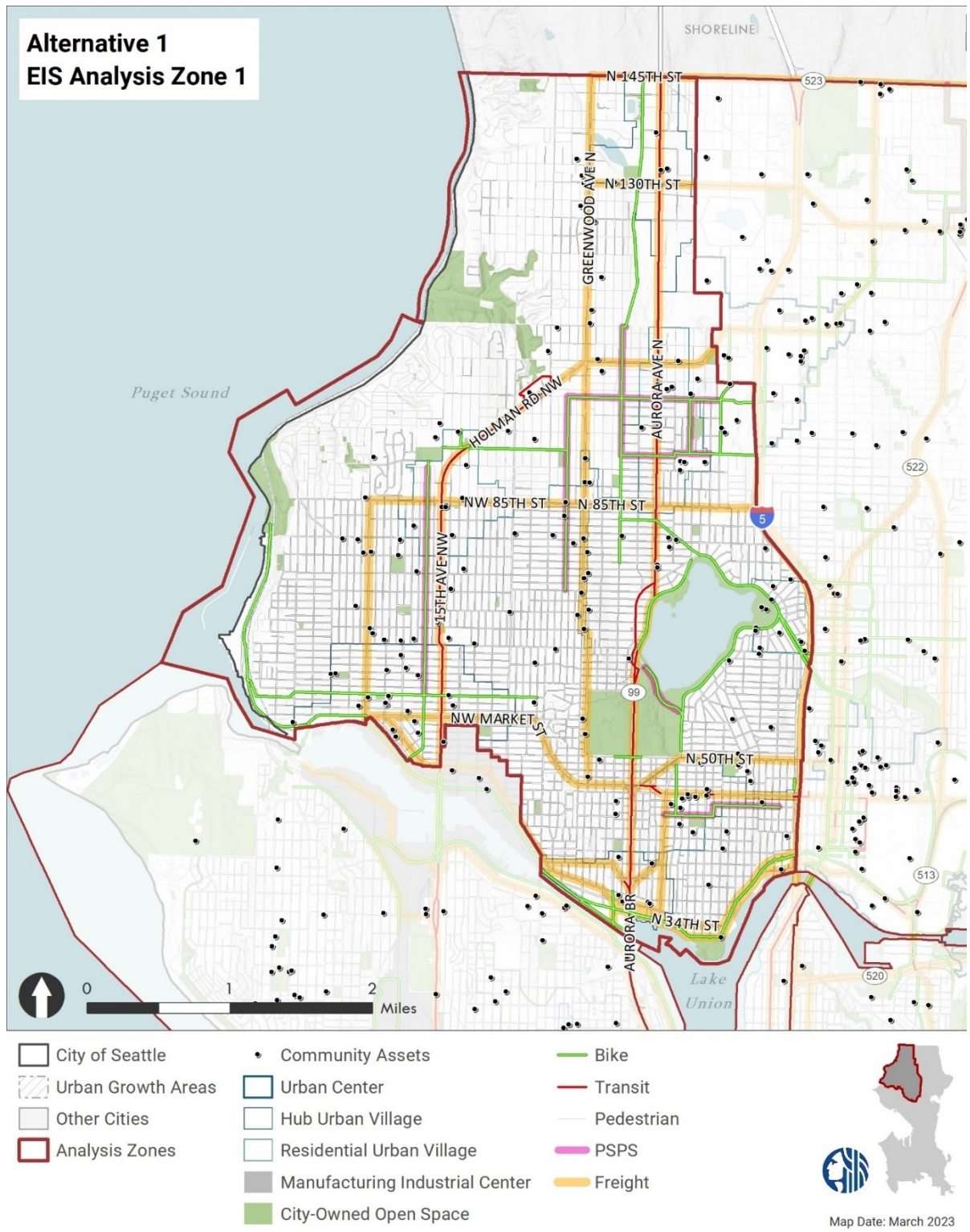
Community assets are distributed throughout the study area with the exception of the Broadview and Crown Hill neighborhoods adjacent to Puget Sound. Community assets exist in areas beyond the existing urban village/urban center boundaries and outside of the multi-modal network. Alternative 1 has the potential for adverse impacts to access to community assets in this subarea.

Exhibit 5-2. NW Seattle Analysis Area - Alternative 1 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-3. NW Seattle Analysis Area - Alternative 1 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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NE Seattle (Analysis Zone 2)

Alternative 1 includes elements of the pedestrian, bike and transit network that currently exist or have committed funding in NE Seattle. See Exhibit 5-4.

Exhibit 5-4. Alternative 1 Transportation Network: NE Seattle

Alternative 1 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 2	31.73 miles	30.74 miles	351.77 miles	2.39 miles	4.52 miles

Sources: City of Seattle, 2023; BERK, 2023.

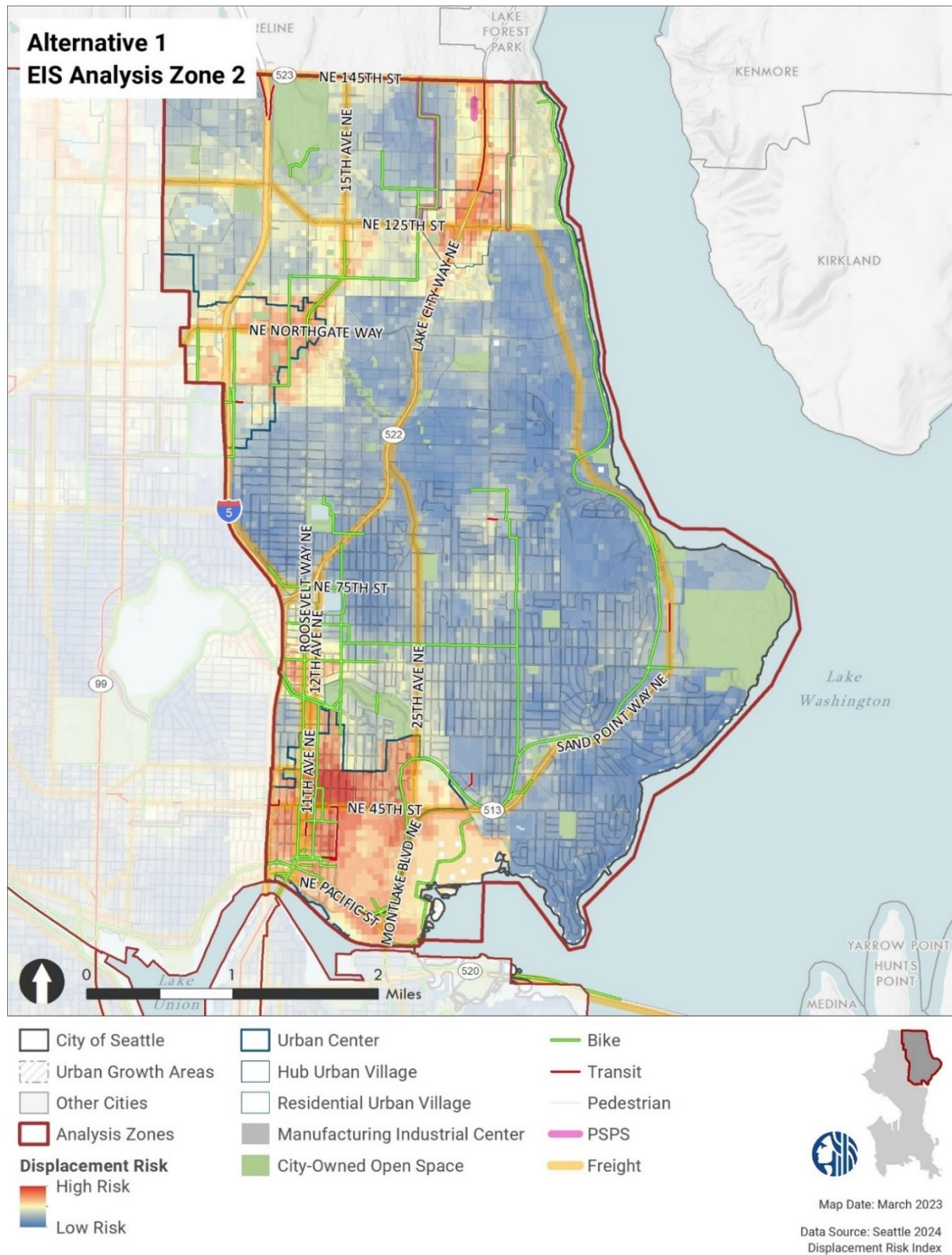
Roughly 350 miles of the pedestrian network is anticipated under Alternative 1 in this area, which includes planned improvements. Alternative 1 would likely result in improved infrastructure with these investments and as new development projects would be subject to city standards for frontage improvements. The freight network avoids residential neighborhood streets in favor of SR 522, SR 513, and I-5. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Existing transit and bicycle facilities are thinly distributed in the NE Seattle study area, with a largely disconnected bicycle network. The University District, Northgate, and Lake City neighborhoods have a comparatively higher proportion of the bicycle network than other residential neighborhoods in this area. Alternative 1 has the potential for adverse impacts for future land use compatibility due to the lack of transportation integration with the new Neighborhood Centers and Corridors in the Seattle Comprehensive Plan Alternative 5.

Based on the city’s displacement risk index, much of the EIS Analysis Zone 2 is at low risk for displacement. Smaller areas around NE 45th St, NE Northgate Way and NE 145th St are at a higher risk of displacement within the Analysis zone. These areas are anticipated to see additions of bike and transit infrastructure. Overall, Alternative 1 proposes limited additions of transportation improvements in areas at high risk of displacement. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Community assets are distributed throughout the study area with the exception of the Laurelhurst and Windermere neighborhoods adjacent to Lake Washington. Community assets exist in areas beyond the existing urban village/urban center boundaries and outside of the multi-modal network. A potential for adverse impact is anticipated. See Exhibit 5-5 and Exhibit 5-6.

Exhibit 5-5. NE Seattle Analysis Area - Alternative 1 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-6. NE Seattle Analysis Area - Alternative 1 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Queen Anne/Magnolia (Analysis Zone 3)

Alternative 1 includes elements of the pedestrian, bike and transit network that currently exist or have committed funding in Queen Anne/Magnolia. See Exhibit 5-7.

Exhibit 5-7. Alternative 1 Transportation Network: Queen Anne/Magnolia

Alternative 1 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 3	11.87 miles	16.17 miles	252.91 miles	0.00 miles	7.08 miles

Sources: City of Seattle, 2023; BERK, 2023.

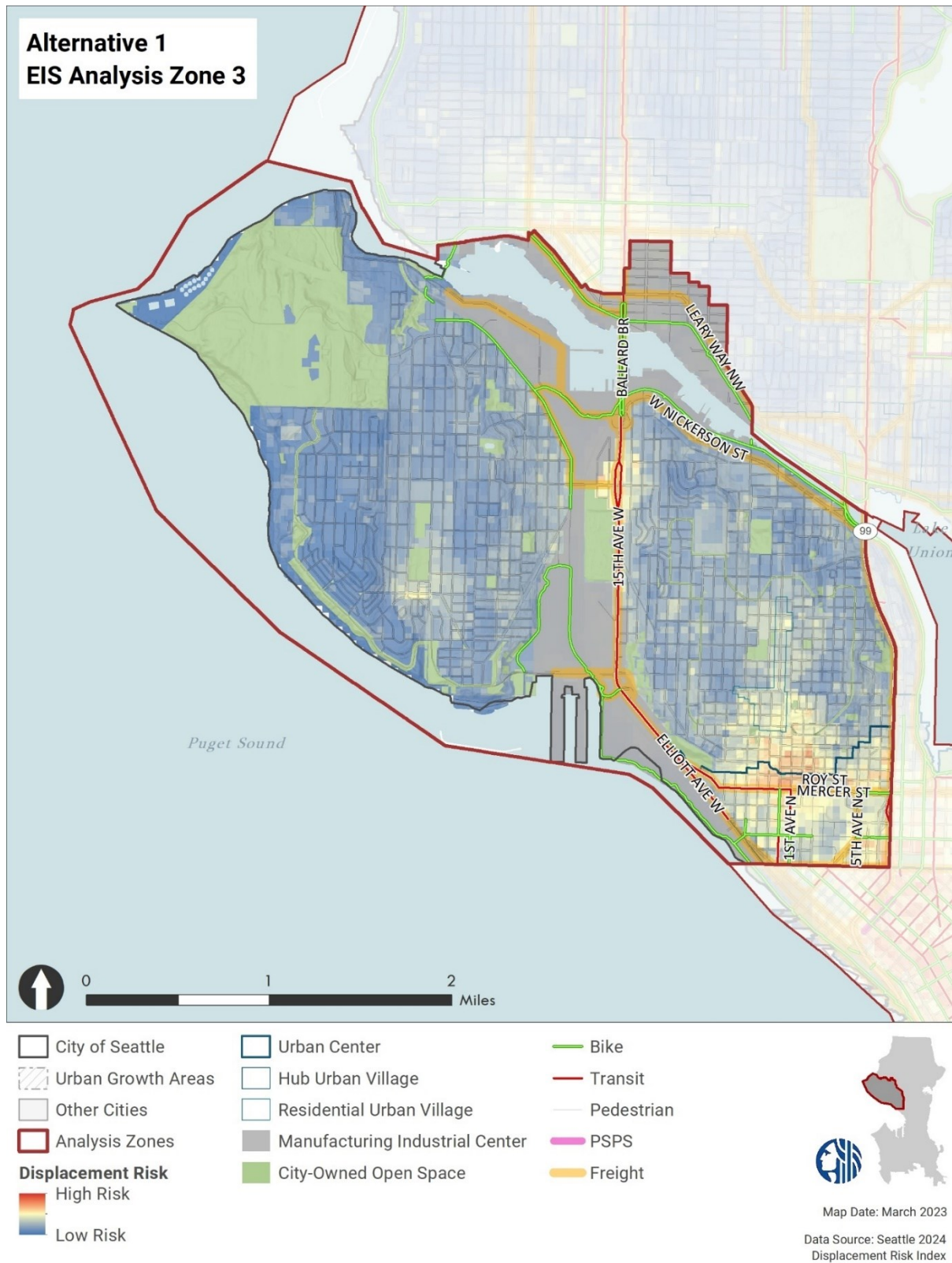
Roughly 250 miles of the pedestrian network is anticipated under Alternative 1 in this area, which includes planned improvements. Alternative 1 would likely result in improved infrastructure with these investments and as new development projects would be subject to city standards for frontage improvements. The freight network facilitates connections to, and through, the Ballard Interbay Manufacturing Industrial Center. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Alternative 1 has the potential for an adverse impact on future land use compatibility due to the lack of transportation integration with the Neighborhood Centers and Corridors approach in the Seattle Comprehensive Plan Alternative 5, see Exhibit 3-105.

Community assets are centered in the Magnolia and Upper Queen Anne commercial districts with no connections to bicycle or transit infrastructure. Community assets are not served by an integrated multi-modal network. Alternative 1 has the potential for an adverse impact on access to community assets in this area.

Based on the city's displacement risk index, much of the EIS Analysis Zone 3 is at low risk for displacement. See Exhibit 5-8 and Exhibit 5-9. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-8. Queen Anne/Magnolia Analysis Area - Alternative 1 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-9. Queen Anne/Magnolia Analysis Area - Alternative 1 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Downtown/Lake Union (Analysis Zone 4)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in Downtown/Lake Union. See Exhibit 5-10.

Exhibit 5-10. Alternative 1 Transportation Network: Downtown/Lake Union

Alternative 1 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 4	14.76 miles	15.74 miles	113.12 miles	0.24 miles	15.57 miles

Sources: City of Seattle, 2023; BERK, 2023.

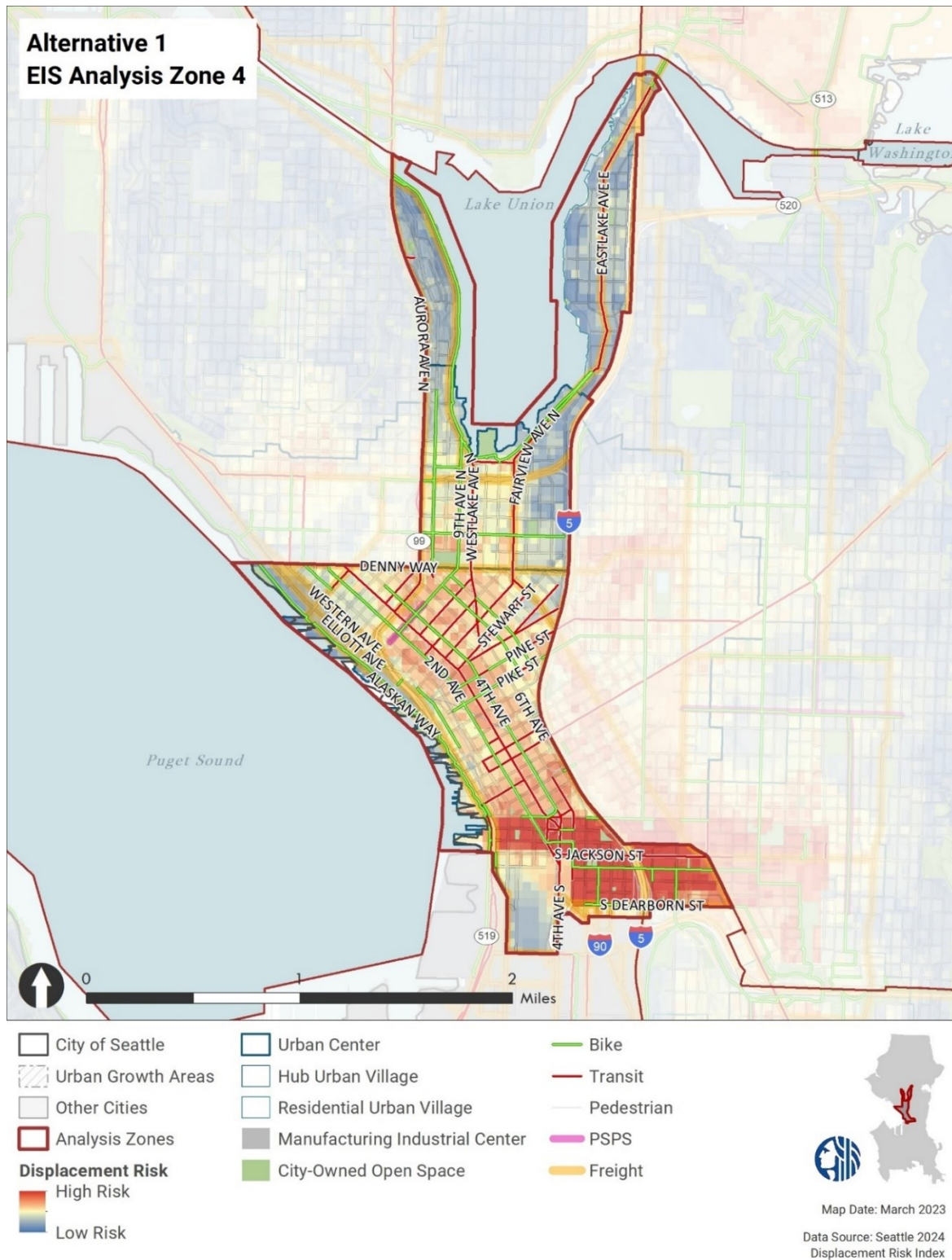
Roughly 114 miles of the pedestrian network is anticipated under Alternative 1 in this area, which includes planned improvements. Alternative 1 would likely result in improved infrastructure with these investments and as new development projects would be subject to city standards for frontage improvements. The freight network is designed to serve the Port of Seattle and connects the Ballard Interbay Manufacturing Industrial Center with the Duwamish Manufacturing Industrial Center. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

The Downtown/Lake Union study area is highly connected with an integrated bike, pedestrian, and transit network. No adverse impacts to future land use compatibility is anticipated in this subarea.

Based on the city's displacement risk index, much of the EIS Analysis Zone 4 is at medium to high risk for displacement. See discussion on the connection between displacement and transportation in Chapter 3: Transportation. See Exhibit 5-11 and Exhibit 5-12.

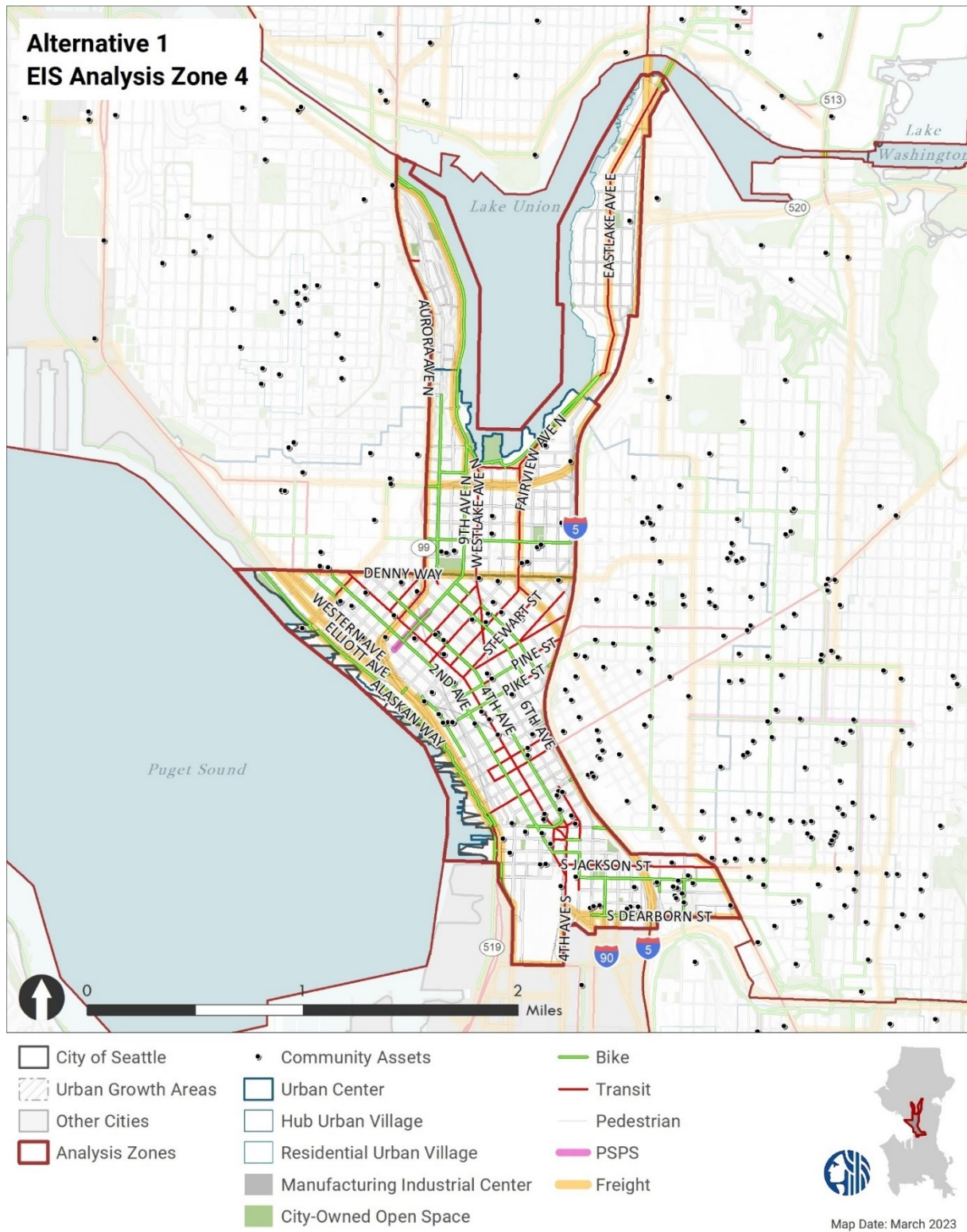
The Downtown/Lake Union study area is highly connected with an integrated bike, pedestrian, and transit network, providing seamless connections to existing community assets. No adverse impacts are anticipated in this subarea.

Exhibit 5-11. Downtown/Lake Union Analysis Area - Alternative 1 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-12. Downtown/Lake Union Analysis Area - Alternative 1 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Capitol Hill/Central District (Analysis Zone 5)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in Capitol Hill/Central District. See Exhibit 5-13.

Exhibit 5-13. Alternative 1 Transportation Network: Capitol Hill/Central District

Alternative 1 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 5	18.18 miles	18.29 miles	306.84 miles	2.49 miles	3.83 miles

Sources: City of Seattle, 2023; BERK, 2023.

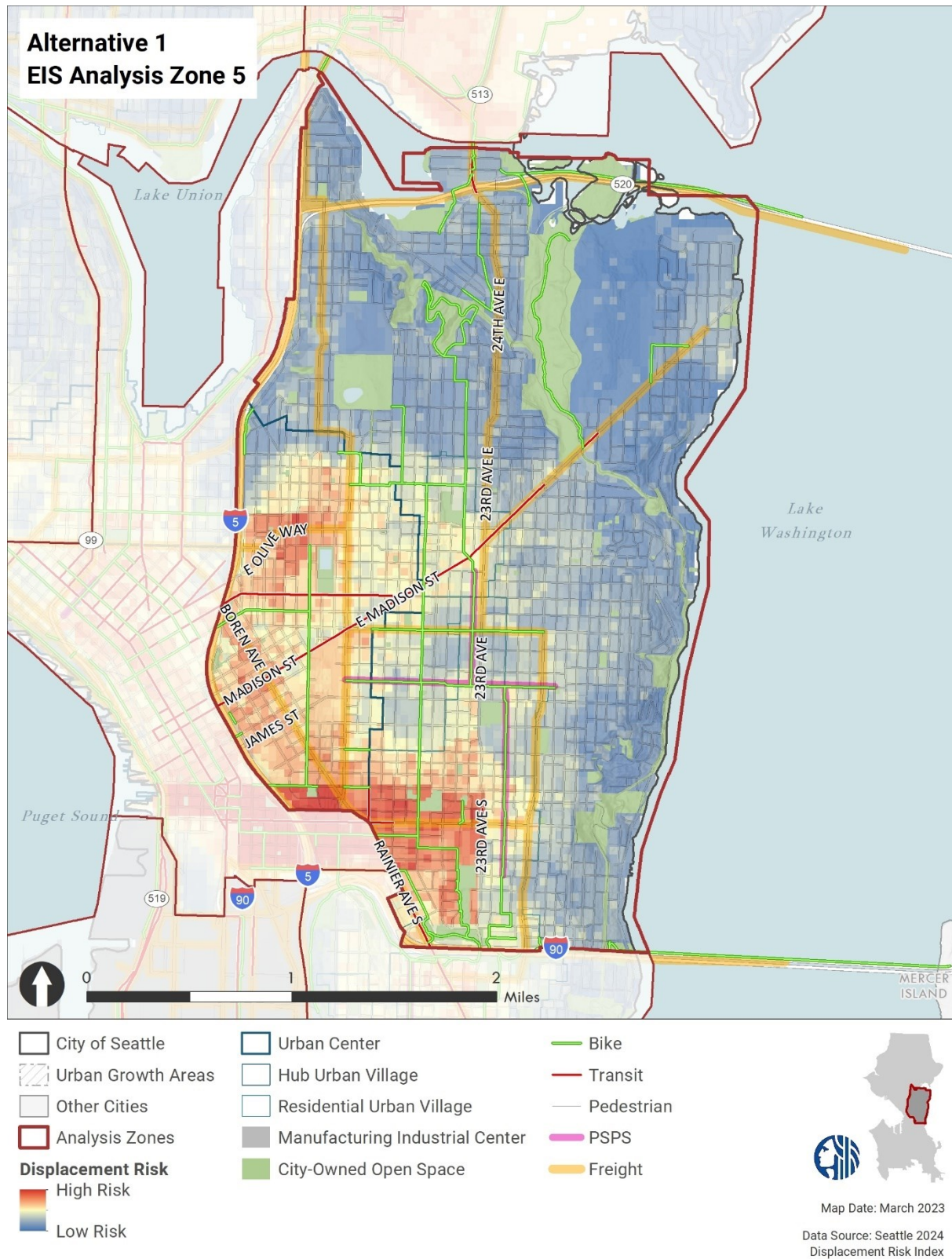
Roughly 306 miles of the pedestrian network is anticipated under Alternative 1 in this area, which includes planned improvements. Alternative 1 would likely result in improved infrastructure with these investments and as new development projects would be subject to city standards for frontage improvements. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Existing bike and transit facilities are centered in the Capitol Hill neighborhood. The Madison Park, Madrona, and Leschi neighborhoods adjacent to Lake Washington are not well served by bike or transit infrastructure. Alternative 1 has the potential for an adverse impact on future land use compatibility due to the lack of transportation integration with the Neighborhood Anchors and Corridors in the Seattle Comprehensive Plan Alternative 5.

Based on the city's displacement risk index, several pockets of EIS Analysis Zone 5 is at medium to high risk for displacement. See discussion on the connection between displacement and transportation in Chapter 3: Transportation. See Exhibit 5-11 and Exhibit 5-12.

Community assets are centered in Capitol Hill commercial district and are well connected with bicycle or transit infrastructure resulting in no adverse impacts in this subarea.

Exhibit 5-14. Capitol Hill/Central District Analysis Area - Alternative 1 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-15. Capitol Hill/Central District Analysis Area - Alternative 1 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

W Seattle (Analysis Zone 6)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in W Seattle. See Exhibit 5-16.

Exhibit 5-16. Alternative 1 Transportation Network: W Seattle

Alternative 1 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 6	19.58 miles	17.76 miles	344.81 miles	5.58 miles	11.21 miles

Sources: City of Seattle, 2023; BERK, 2023.

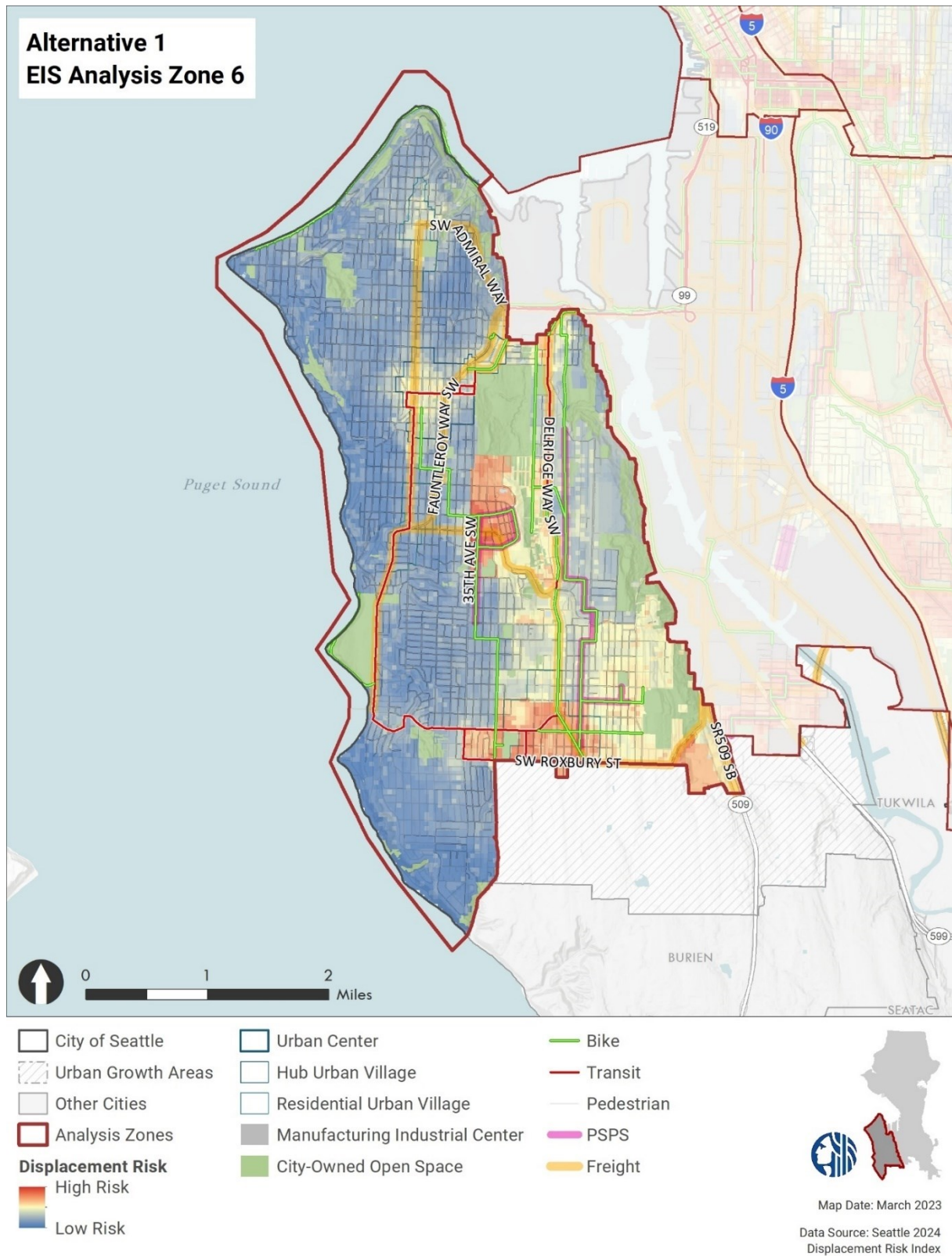
Roughly 345 miles of the pedestrian network is anticipated under Alternative 1 in this area, which includes planned improvements. Alternative 1 would likely result in improved infrastructure with these investments and as new development projects would be subject to city standards for frontage improvements. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

The West Seattle study area has bike and transit oriented north-south. Alternative 1 has the potential for an adverse impact on for future land use compatibility. This is due to the lack of transportation integration with the Neighborhood Centers and Corridors approach in the Seattle Comprehensive Plan Alternative 5, see Exhibit 3-105.

Based on the city’s displacement risk index, the Highpoint and Westwood neighborhoods have the highest displacement risk. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

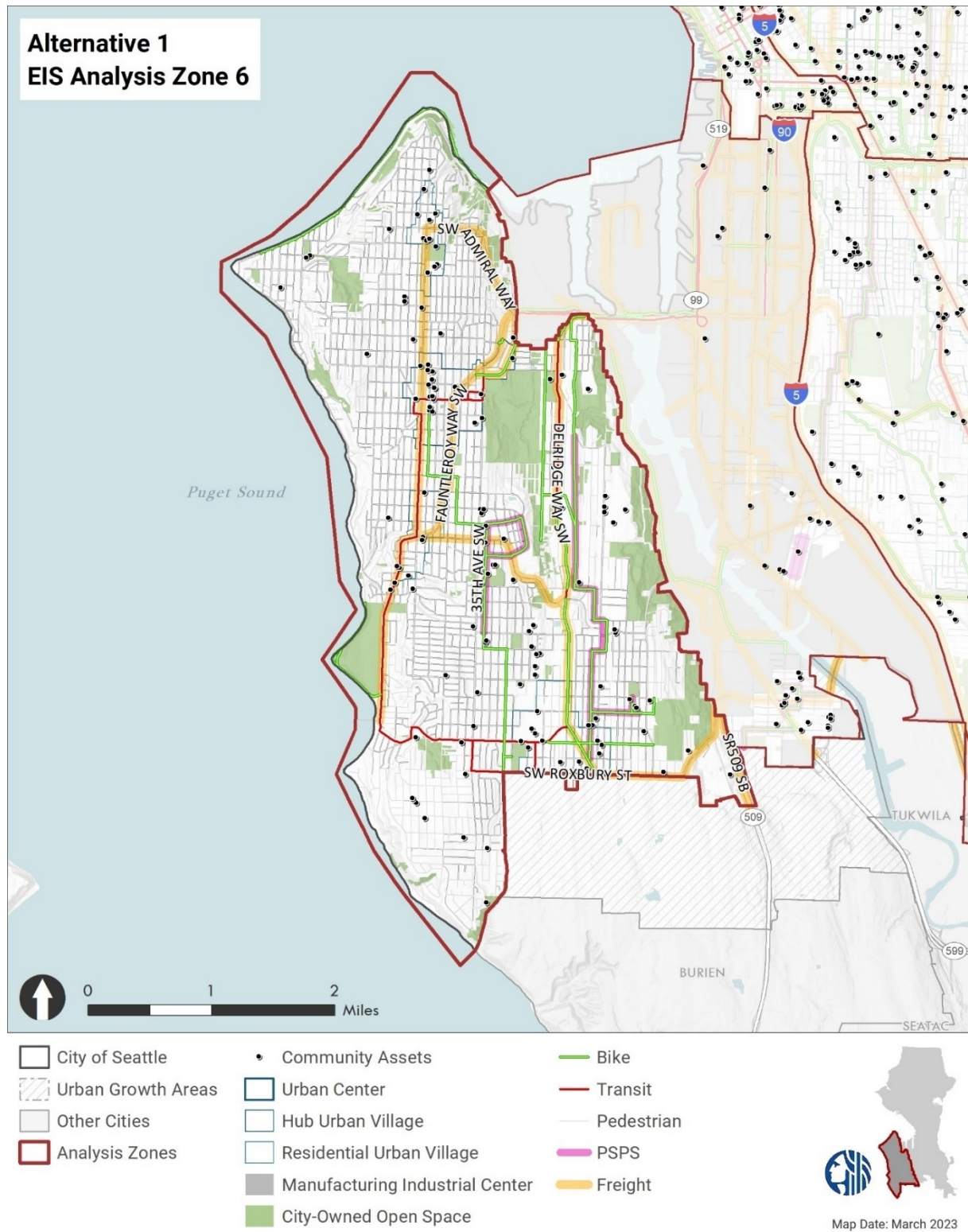
Community assets are centered on California Ave SW by the West Seattle Junction and within Westwood Village. Both areas have existing bicycle and transit service resulting in no impact on access to community assets. See Exhibit 5-17 and Exhibit 5-18.

Exhibit 5-17. W Seattle Analysis Area - Alternative 1 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-18. W Seattle Analysis Area - Alternative 1 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Duwamish (Analysis Zone 7)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in Duwamish. See Exhibit 5-19.

Exhibit 5-19. Alternative 1 Transportation Network: Duwamish

Alternative 1 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 7	11.46 miles	56.58 miles	85.04 miles	1.98 miles	10.83 miles

Sources: City of Seattle, 2023; BERK, 2023.

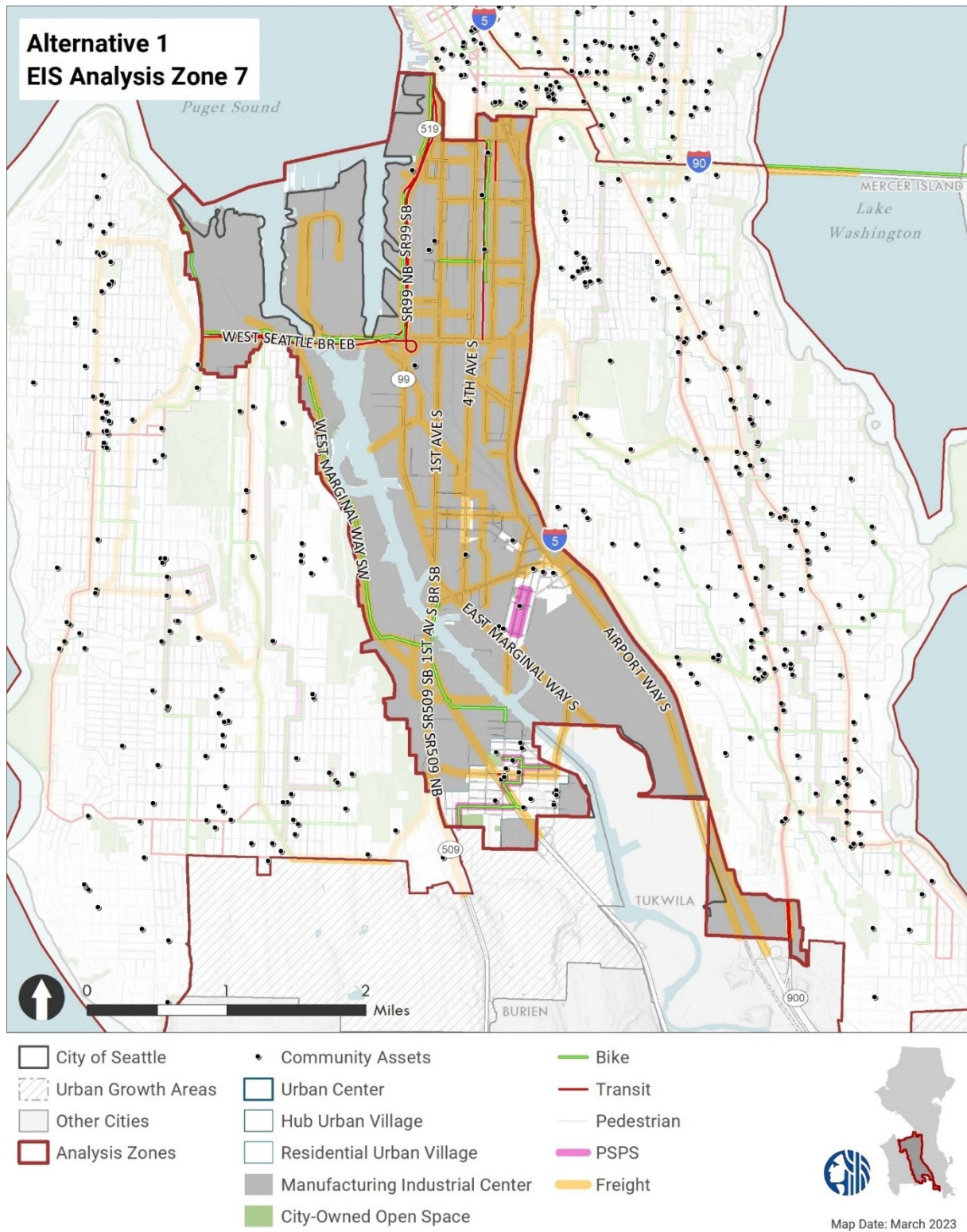
Roughly 85 miles of the pedestrian network is anticipated under Alternative 1 in this area, which includes planned improvements. The freight network dominates this study area, serving the high concentration of industrial uses. Alternative 1 would likely result in improved infrastructure with these investments and as new development projects would be subject to city standards for frontage improvements. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

The Duwamish study area is comprised of the Duwamish Manufacturing Industrial Center and the South Park neighborhood. Alternative 1 has the potential for an adverse impact on future land use compatibility due to the Neighborhood Anchors and Corridor identified in Georgetown under Alternative 5 in the Seattle Comprehensive Plan, see Exhibit 3-105.

Based on the city's displacement risk index, the Georgetown neighborhood has a high displacement risk. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Community assets are located in the commercial areas of Georgetown and South Park. No adverse impacts on access to these assets are anticipated. See Exhibit 5-20 and Exhibit 5-21.

Exhibit 5-21. Duwamish Analysis Area - Alternative 1 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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SE Seattle (Analysis Zone 8)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in SE Seattle. See Exhibit 5-22.

Exhibit 5-22. Alternative 1 Transportation Network: SE Seattle

Alternative 1 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 8	26.22 miles	23.83 miles	340.75 miles	8.28 miles	16.46 miles

Sources: City of Seattle, 2023; BERK, 2023.

Roughly 340 miles of the pedestrian network is anticipated under Alternative 1 in this area, which includes planned improvements. Alternative 1 would likely result in improved infrastructure with these investments and as new development projects would be subject to city standards for frontage improvements. The freight network is designed to serve the Port of Seattle and connects the Ballard Interbay Manufacturing Industrial Center with the Duwamish Manufacturing Industrial Center. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

The SE Seattle study area has a bicycle and transit network providing north-south connections throughout the study area. These conditions increase the potential for an adverse impact for future land use compatibility due to the lack of transportation integration with the Neighborhood Anchors and Corridors approach in the Seattle Comprehensive Plan Alternative 5, see Exhibit 3-105.

The neighborhoods west of Rainier Ave S are at high risk of displacement, compared to the neighborhoods immediately adjacent to Lake Washington. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Community assets are distributed linearly along Rainier Ave S and MLK Jr Way S with access to multimodal transit facilities. Community assets do exist in areas beyond the existing urban village/urban center boundaries and outside of the multi-modal network. There is potential for adverse impacts due to these conditions. See Exhibit 5-71 and Exhibit 5-72.

Impacts of Alternative 2: Moderate Pace

Secondary Study Area Impacts

NW Seattle (Analysis Zone 1)

Alternative 2 would expand access to the pedestrian, bicycle, and transit in NW Seattle, with sidewalks, bicycle infrastructure, as well as bus and light rail transit. Within the EIS Study Area 1, the bike network spans 26.20 miles, the freight network spans 32.45 miles, the pedestrian network spans 504.80 miles, the PSPS spans 89.87 miles, , and the transit network spans 27.30 miles. See Exhibit 5-23.

Exhibit 5-23. Alternative 2 Transportation Network: NW Seattle

Alternative 2 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 1	26.20 miles	32.45 miles	504.80 miles	89.87 miles	27.30 miles

Sources: City of Seattle, 2023; BERK, 2023.

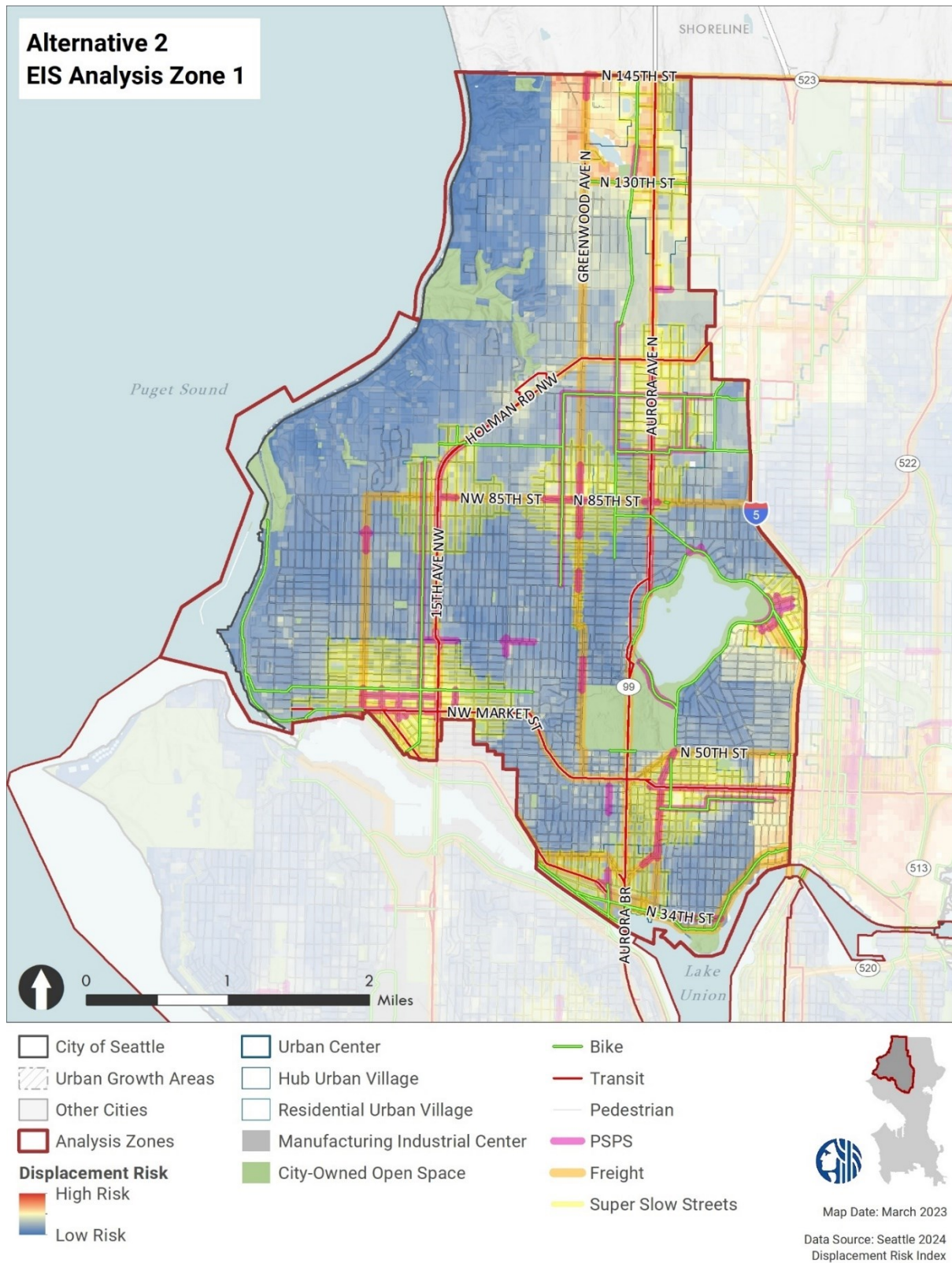
Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Alternative 2 improvements include somewhat more frequent bus service and off-peak bus frequency, the formalization of stay healthy streets, additional bike facilities, some limited speed zones, and moderate safety improvements for transit stops. This Alternative also anticipates crosswalk improvements along major arterial roadways, making multi modal transit more seamless within existing urban village/urban center boundaries. These conditions will support future and current land use and no impact to land use compatibility is anticipated.

Based on the city’s displacement risk index, much of the EIS Analysis Zone 1 is at low risk for displacement. Smaller areas around NE 145th St are at a higher risk of displacement within Analysis Zone 1. These areas are anticipated to see additions of bike, transit and freight. Overall, compared to Alternative 1, Alternative 2 proposes more additions of transportation improvements in areas at high risk for displacement. See discussion on the connection between displacement and transportation in Chapter 3: Transportation. See Exhibit 5-24 and Exhibit 5-25.

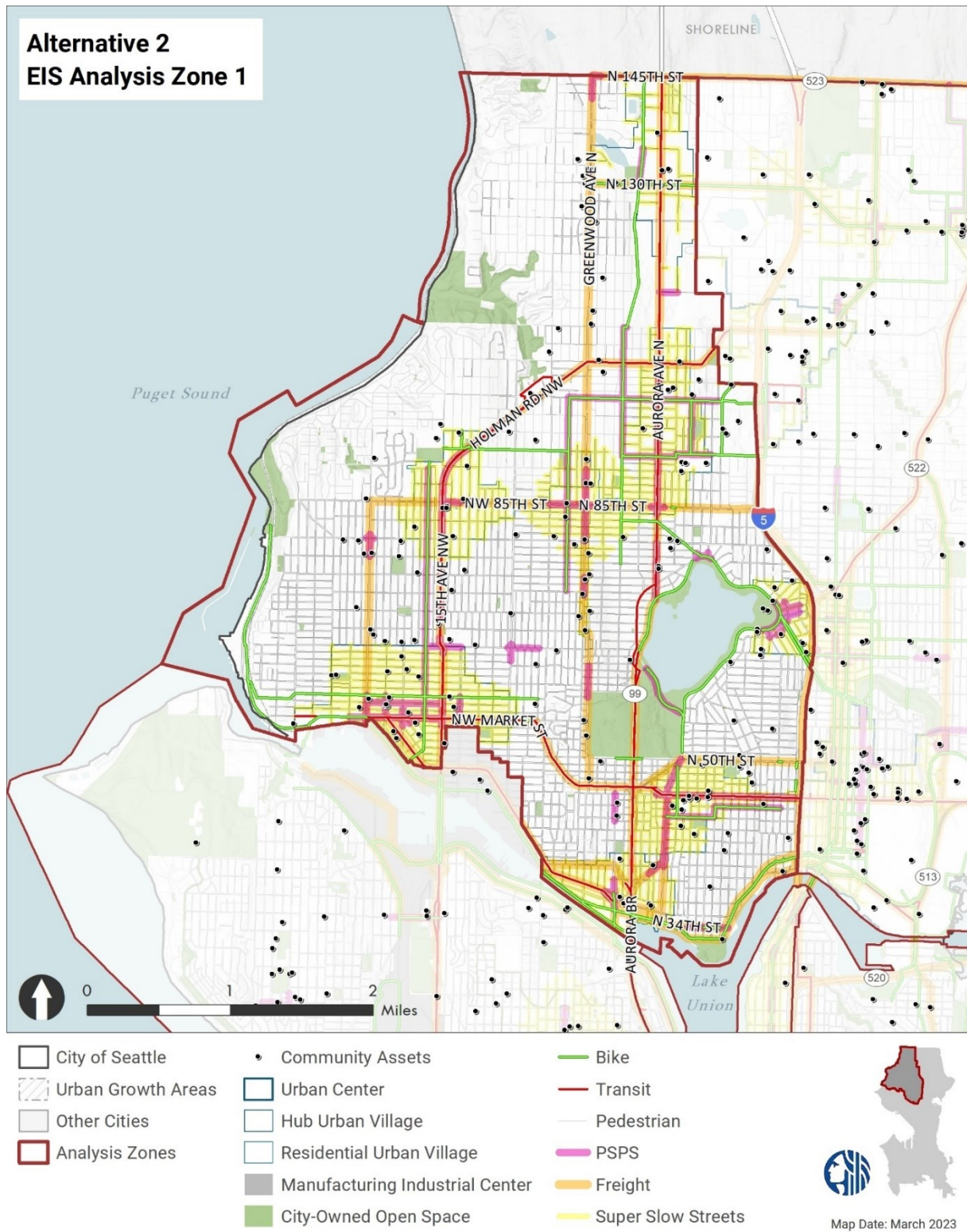
Alternative 2 improvements are moderate over Alternative 1 but do improve access to the existing community assets. Additional improvements in sidewalks are anticipated in areas where there are currently gaps in the sidewalk network. No impacts to access are anticipated. Additional improvements that extend beyond urban village/urban center boundaries will further improve access to community assets in this Analysis Zone.

Exhibit 5-24. NW Seattle Analysis Area - Alternative 2 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-25. NW Seattle Analysis Area - Alternative 2 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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NE Seattle (Analysis Zone 2)

Alternative 2 would expand access to the pedestrian, bicycle and transit in NE Seattle, with sidewalks, bicycle infrastructure, as well as bus and light rail transit. Within the EIS Study Area 2, the bike network spans 43.16 miles, the freight network spans 30.74 miles, the pedestrian network spans 377.11 miles, the PSPS spans 35.69 miles, and the transit network spans 14.47 miles. See Exhibit 5-26.

Exhibit 5-26. Alternative 2 Transportation Network: NE Seattle

Alternative 2 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 2	43.16 miles	30.74 miles	377.11 miles	35.69 miles	14.47 miles

Sources: City of Seattle, 2023; BERK, 2023.

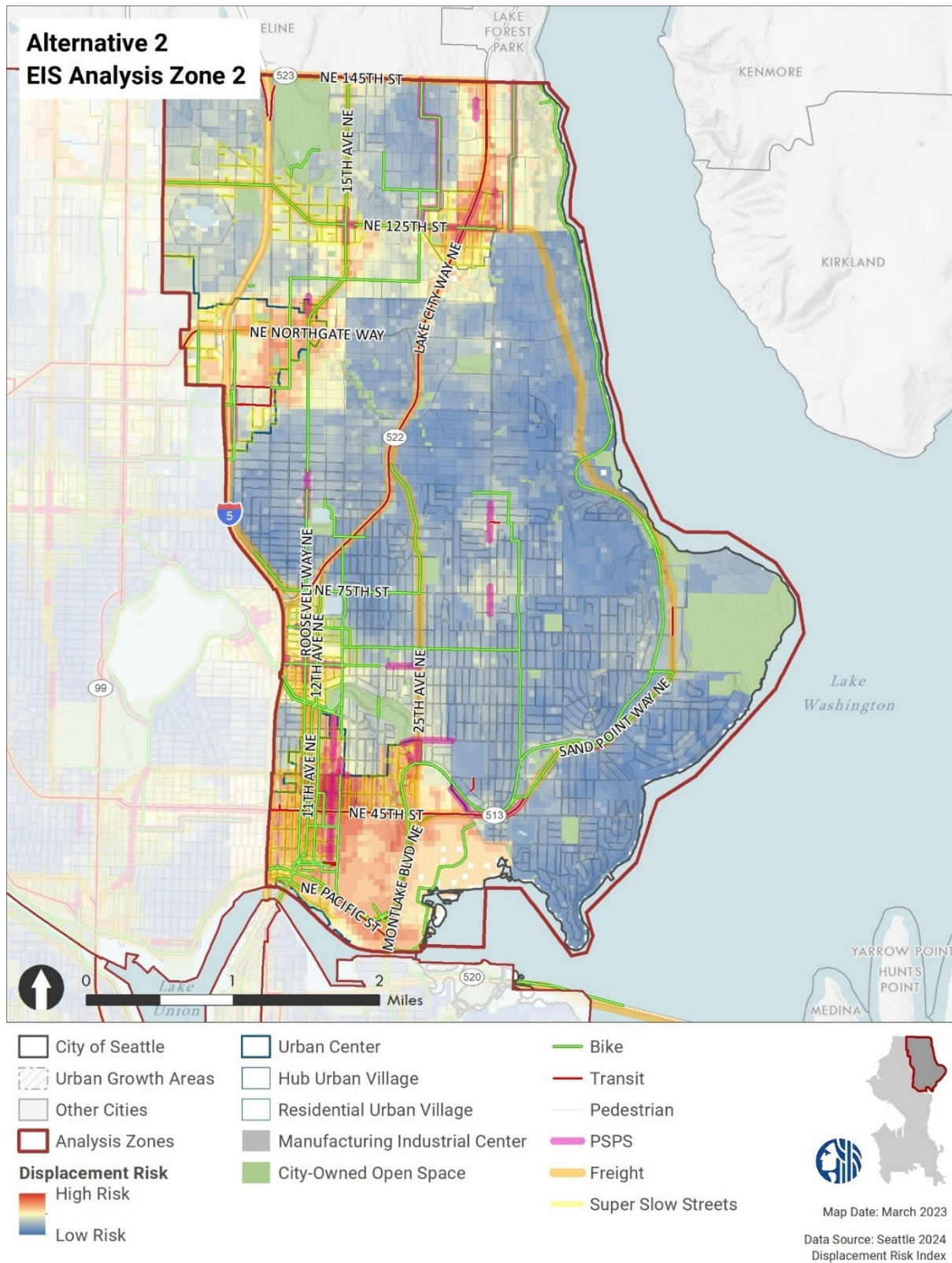
Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

The expansion of the PSPS network and the streets with additional pedestrian improvements improve key intersections and provide a better multimodal connection to the surrounding residential neighborhood. These conditions support future and current land use and no impact to land use compatibility is anticipated.

Based on the city's displacement risk index, much of the EIS Analysis Zone 2 is at low risk for displacement. Smaller areas around NE 45th St in the University District, NE Northgate Way and NE 145th St are at a higher risk of displacement within the Analysis zone. These areas are anticipated to see additions of bike and transit infrastructure. A majority of the Alternative 2 investments are within the University District neighborhood. See Exhibit 5-27 and Exhibit 5-28. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

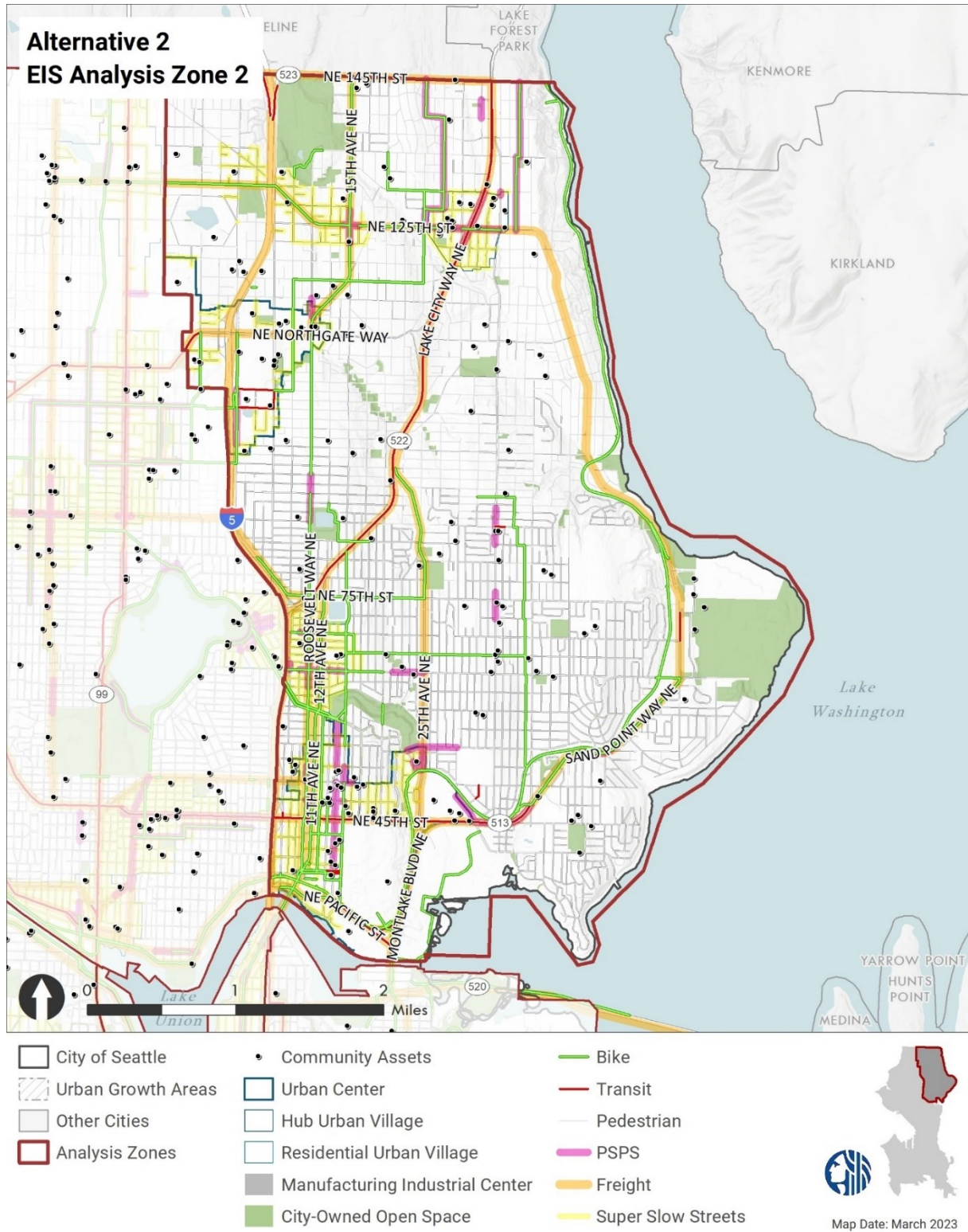
Alternative 2 improvements are moderate over Alternative 1 but do improve access to the existing community assets. Additional improvements in sidewalks are anticipated in areas where there are currently gaps in the sidewalk network. No impacts to access are anticipated. Additional improvements that extend beyond urban village/urban center boundaries will further improve access to community assets in this Analysis Zone.

Exhibit 5-27. NE Seattle Analysis Area - Alternative 2 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-28. NE Seattle Analysis Area - Alternative 2 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Queen Anne/Magnolia (Analysis Zone 3)

Alternative 2 would expand access to the pedestrian, bicycle and transit in Queen Anne/Magnolia, with sidewalks, bicycle infrastructure, as well as bus and light rail transit. The bike network spans 15.01 miles, while the freight network spans 16.17 miles. The pedestrian network, which is the longest in this area, spans 256.21 miles. The PSPS spans 25.37 miles, and the transit network spans 16.55 miles. This subarea prioritizes pedestrian access, with a significant focus on creating safer and convenient walking routes. Additionally, the expansion of People Streets and transit network also indicates a commitment to sustainable transportation options. See Exhibit 5-29.

Exhibit 5-29. Alternative 2 Transportation Network: Queen Anne/Magnolia

Alternative 2 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 3	15.01 miles	16.17 miles	256.21 miles	25.37 miles	16.55 miles

Sources: City of Seattle, 2023; BERK, 2023.

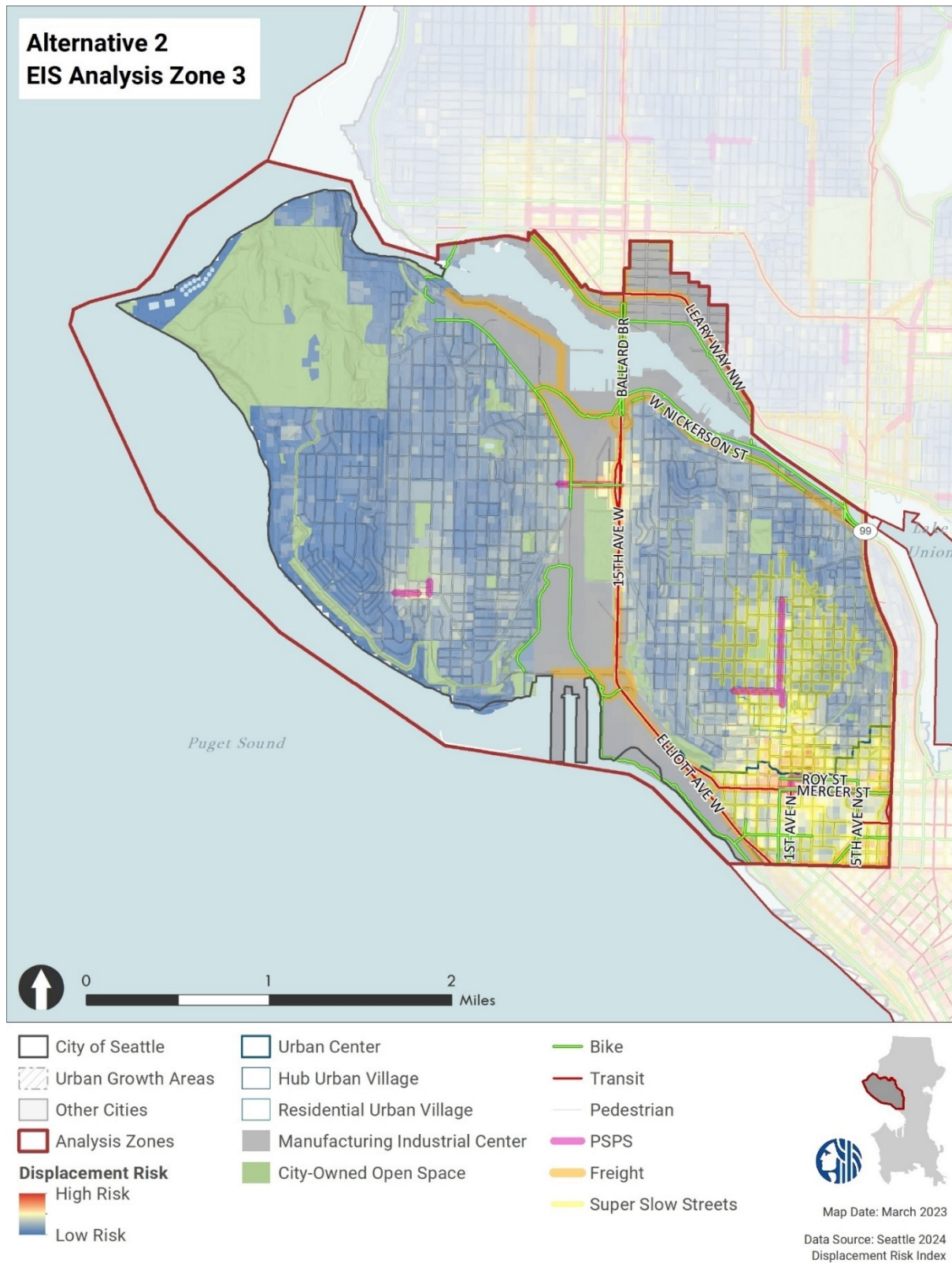
Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Alternative 2 provides very few changes over Alternative 1 in this Analysis Zone. The improvements are most prominent in Upper Queen Anne and Uptown in the form of People Streets and streets with additional pedestrian improvements. No impacts to future land use compatibility is anticipated. However, compared to Alternative 3, this Alternative is not as supportive of the growth anticipated in the expanded network of Neighborhood Anchors and Corridors under Alternative 5 in the Seattle Comprehensive Plan. See Exhibit 3-105.

Based on the city’s displacement risk index, much of the EIS Analysis Zone 2 is at low risk for displacement. Overall, Alternative 2 proposes limited additions of transportation improvements in areas at high risk of displacement. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Some community assets, especially in Magnolia, are in areas beyond the existing urban village/urban center boundaries and outside of the planned improvements to the multi-modal network. However, these areas have existing sidewalks. No adverse impacts are anticipated. See Exhibit 5-30 and Exhibit 5-31.

Exhibit 5-30. Queen Anne/Magnolia Analysis Area - Alternative 2 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-31. Queen Anne/Magnolia Analysis Area - Alternative 2 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Downtown/Lake Union (Analysis Zone 4)

Alternative 2 would expand access to the pedestrian, bicycle and transit in Downtown/Lake Union, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching larger areas. The Downtown/Lake Union subarea comprises of 22.40 miles of bike network, 15.74 miles of freight network, and 121.43 miles of pedestrian network. Additionally, the PSPS covers 28.30 miles, and the transit network extends to 32.49 miles. See Exhibit 5-32.

Exhibit 5-32. Alternative 2 Transportation Network: Downtown/Lake Union

Alternative 2 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 4	22.40 miles	15.74 miles	121.43 miles	28.30 miles	32.49 miles

Sources: City of Seattle, 2023; BERK, 2023.

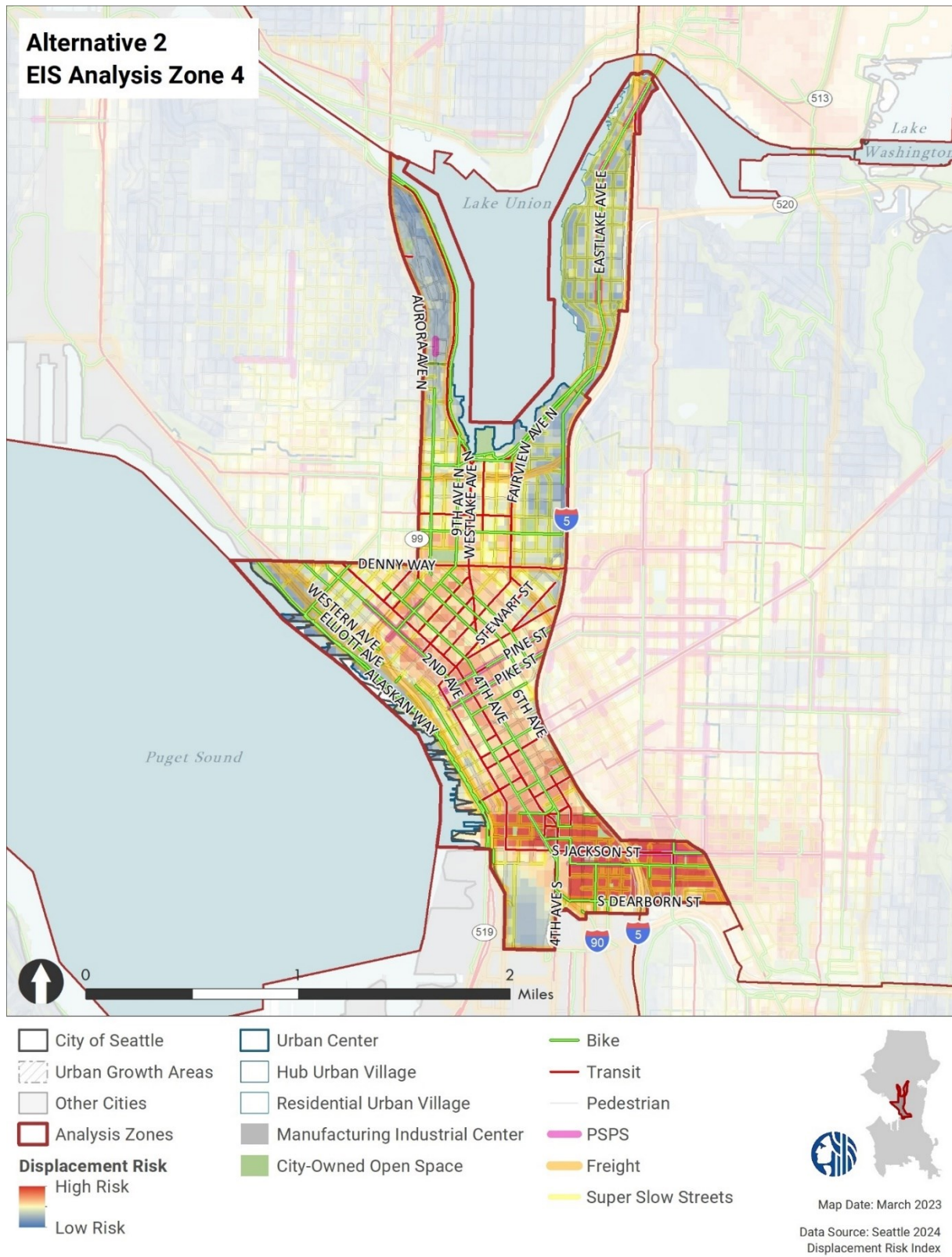
Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Alternative 2 proposes large increases in the linear miles of bicycle and transit network in the Downtown/Lake Union subarea. Additionally, the expansion of the PSPS network makes this subarea more connected with an integrated multi modal transit system. The result is a more navigable subarea. No impact to future land use compatibility is anticipated.

This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-33 and Exhibit 5-34. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

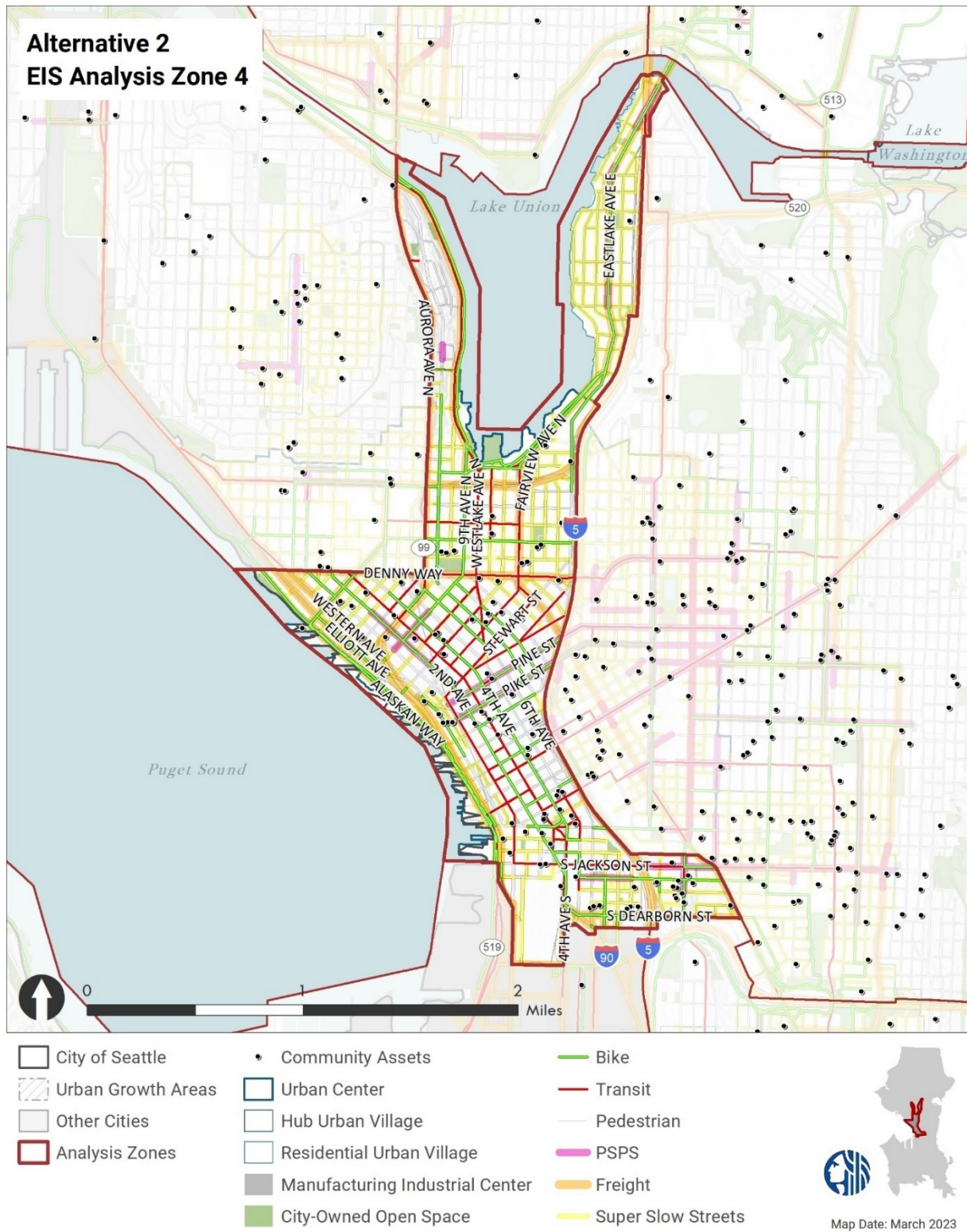
Alternative 2 improvements are moderate over Alternative 1 but do improve access to the existing community assets. No impacts to access are anticipated.

Exhibit 5-33. Downtown/Lake Union Analysis Area - Alternative 2 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-34. Downtown/Lake Union Analysis Area - Alternative 2 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Capitol Hill/Central District (Analysis Zone 5)

Alternative 2 would expand access to the pedestrian, bicycle and transit in Capitol Hill/Central District, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching larger areas. Within the Capitol Hill/Central District subarea the transportation network consists of 18.95 miles of bike network, 18.29 miles of freight network, and 311.77 miles of pedestrian network. Moreover, the PSPS covers 65.63 miles, and the transit network extends to 15.94 miles. See Exhibit 5-35.

Exhibit 5-35. Alternative 2 Transportation Network: Capitol Hill/Central District

Alternative 2 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 5	18.95 miles	18.29 miles	311.77 miles	65.63 miles	15.94 miles

Sources: City of Seattle, 2023; BERK, 2023.

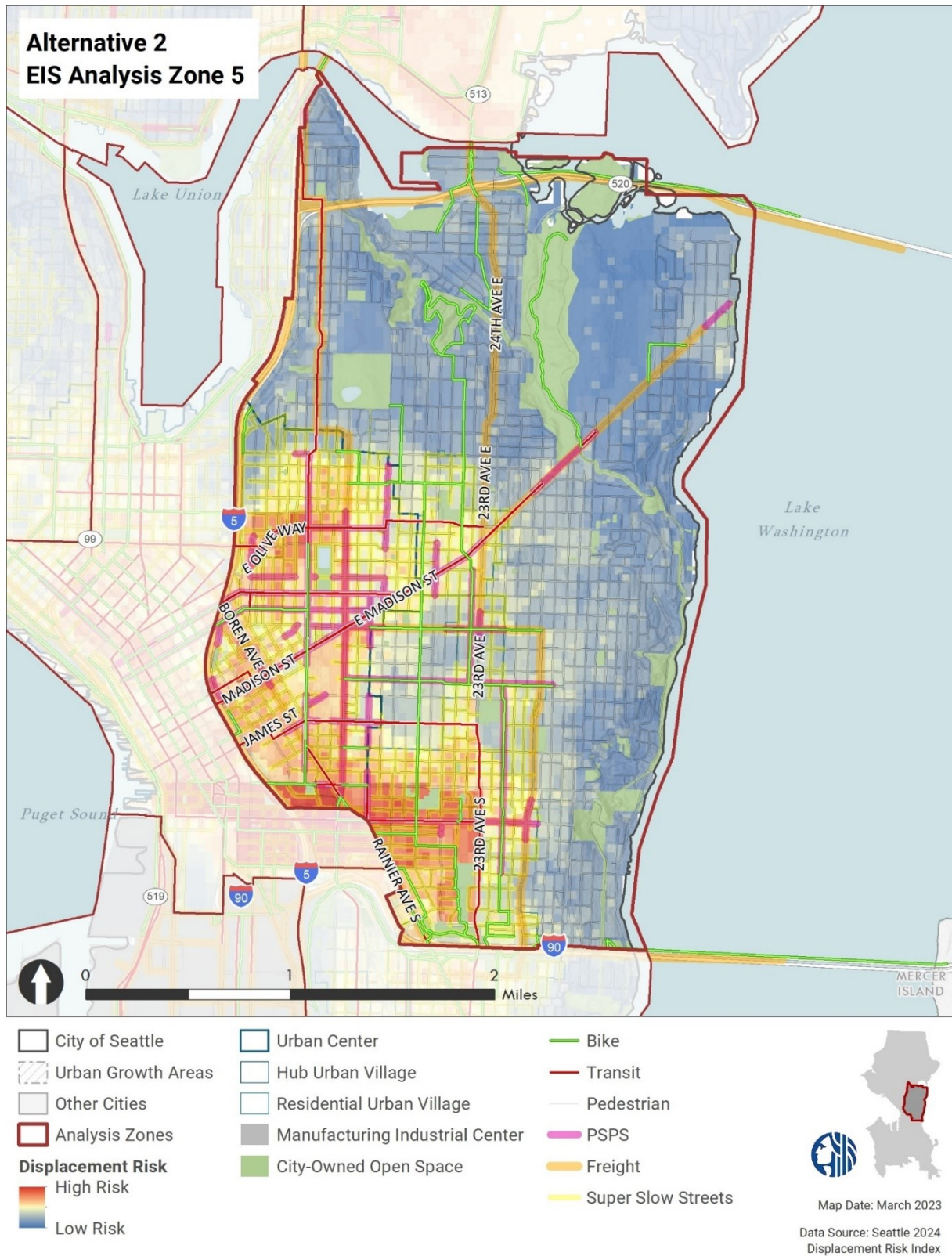
Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Alternative 2 proposes large improvements to the transit and PSPS network within the Analysis Zone. These improvements will support current and future land use in this Analysis Zone. No impacts to land use compatibility are anticipated.

Alternative 2 improvements are moderate over Alternative 1 but do improve access to the existing community assets. No impacts to access are anticipated. Anticipated improvements do not go beyond the urban village/urban center boundary. Additional improvements that extend beyond urban village/urban center boundaries will further improve access to community assets in this Analysis Zone.

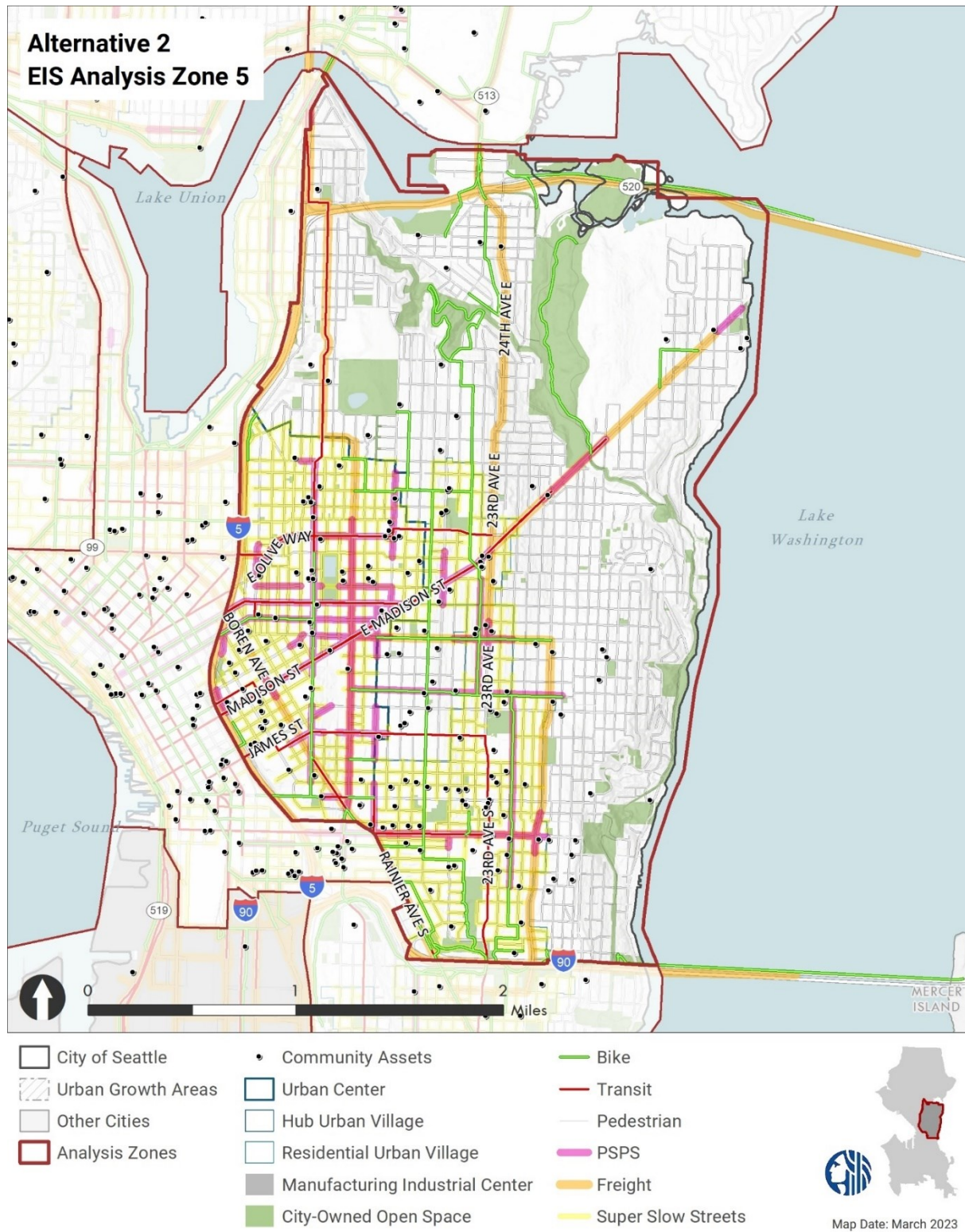
This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-36 and Exhibit 5-37. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-36. Capitol Hill/Central District Analysis Area - Alternative 2 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-37. Capitol Hill/Central District Analysis Area - Alternative 2 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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W Seattle (Analysis Zone 6)

Alternative 2 would expand access to the pedestrian, bicycle and transit in W Seattle, with the sidewalks, bicycle infrastructure, as well as bus and light rail transit. Within the West Seattle subarea, the transportation network consists of 28.86 miles of bike network, 17.76 miles of freight network, and 360.98 miles of pedestrian network. In addition, the PSPS covers 45.58 miles, and the transit network extends to 21.40 miles. See Exhibit 5-38.

Exhibit 5-38. Alternative 2 Transportation Network: W Seattle

Alternative 2 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 6	28.86 miles	17.76 miles	360.98 miles	45.58 miles	21.40 miles

Sources: City of Seattle, 2023; BERK, 2023.

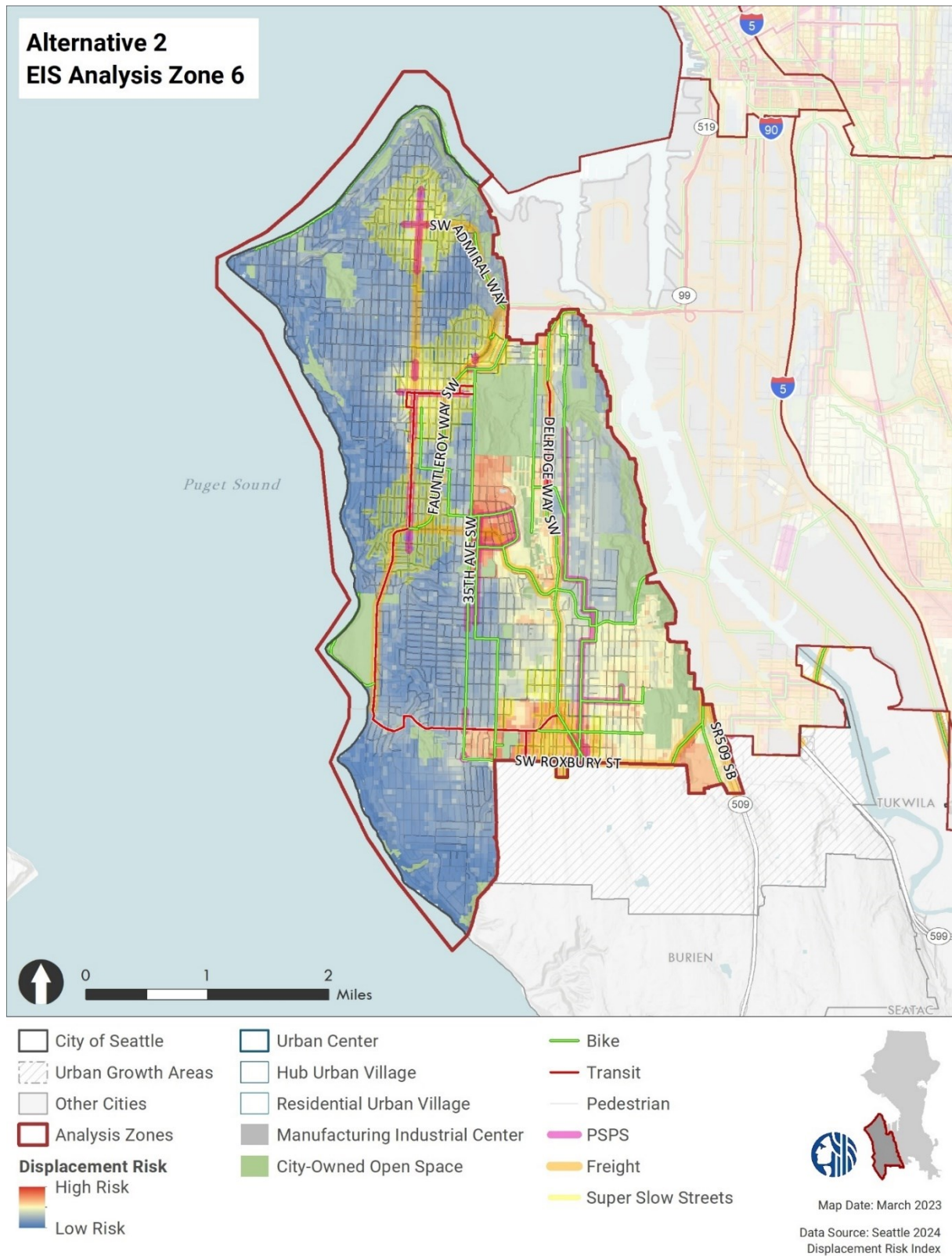
Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Alternative 2 proposes improvements along existing principal arterials and within urban village/urban center boundaries. There are pedestrian improvements at major intersections, and large increases in linear miles of both bicycle and transit network. These conditions support current and future land use and no compatibility impacts are anticipated.

This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-39 and Exhibit 5-40. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

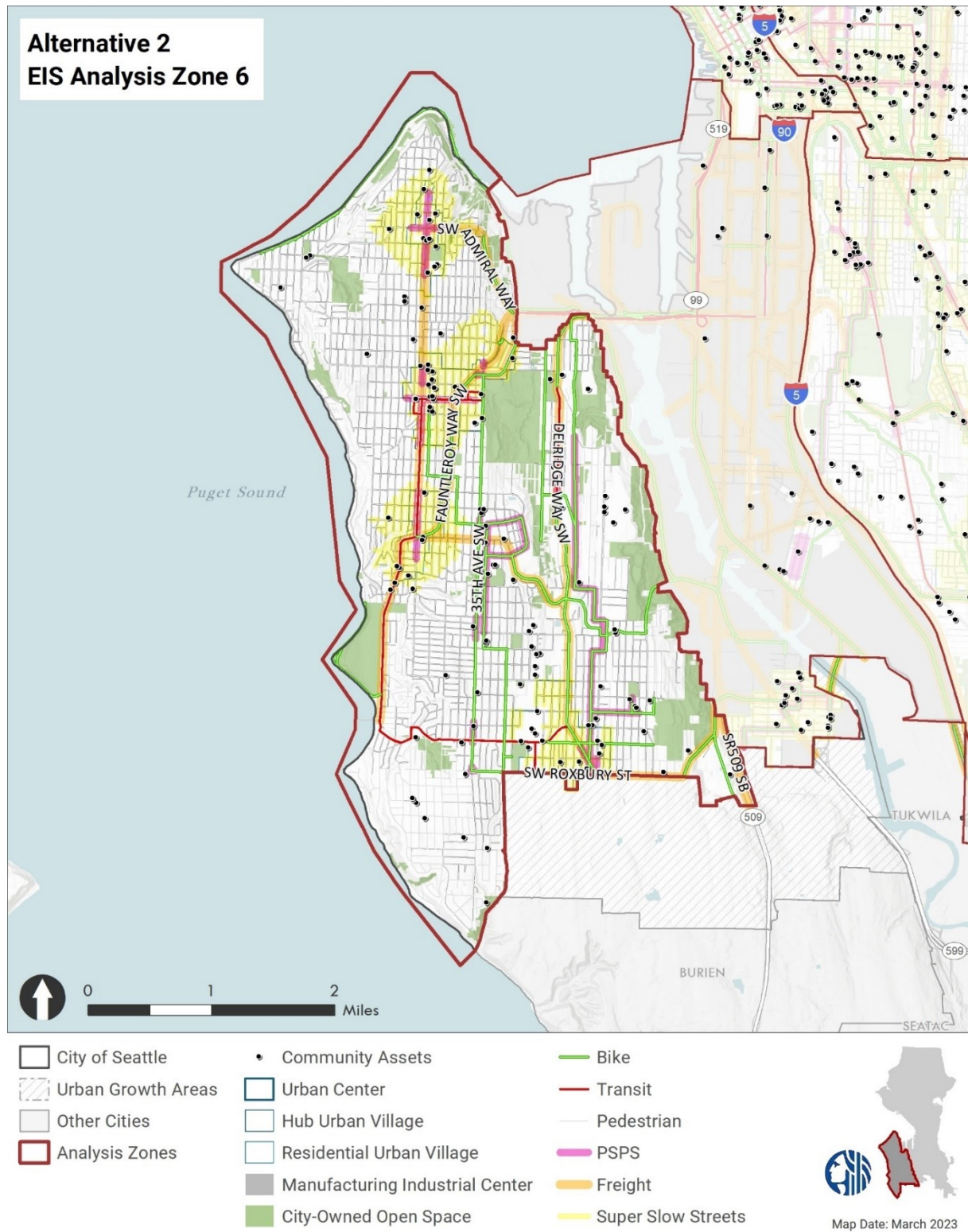
These improvements facilitate better connections to community assets. No impacts to access to community assets are anticipated. Additional improvements that extend beyond urban village/urban center boundaries will further improve access to community assets in this Analysis Zone.

Exhibit 5-39. W Seattle Analysis Area - Alternative 2 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-40. W Seattle Analysis Area - Alternative 2 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Duwamish (Analysis Zone 7)

Alternative 2 would expand access to the pedestrian, bicycle and transit in Duwamish, although less so than other subareas of the city because of larger block patterns, industrial uses and robust existing transit options. Within the Duwamish subarea, the transportation network comprises of 21.22 miles of bike network, 56.58 miles of freight network, and 88.59 miles of pedestrian network. Additionally, the PSPS covers 9.64 miles, and the transit network extends to 14.74 miles. See Exhibit 5-41.

Exhibit 5-41. Alternative 2 Transportation Network: Duwamish

Alternative 2 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 7	21.22 miles	56.58 miles	88.59 miles	9.64 miles	14.74 miles

Sources: City of Seattle, 2023; BERK, 2023.

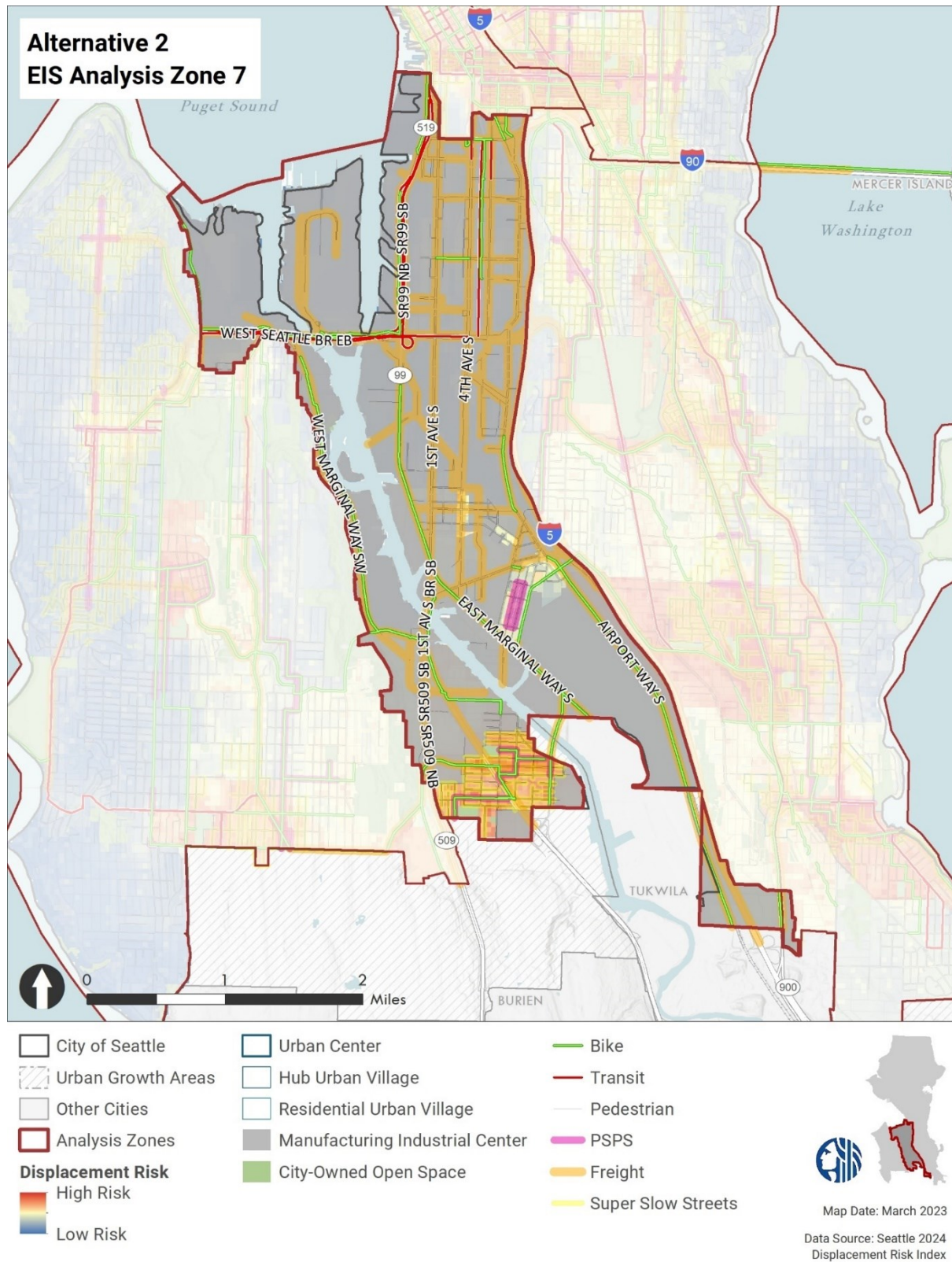
Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Alternative 2 improves freight within the MIC and proposes an expanded bicycle and transit network, improving South Park’s connection to surrounding neighborhoods. These conditions support current and future land use, and no compatibility impacts are anticipated.

This alternative would increase transportation improvements in areas at high risk for displacement. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

These improvements make accessing community assets more seamless. No impacts to access to community assets are anticipated. See Exhibit 5-42 and Exhibit 5-43.

Exhibit 5-42. Duwamish Analysis Area - Alternative 2 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

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SE Seattle (Analysis Zone 8)

Alternative 2 would expand access to the pedestrian, bicycle and transit in SE Seattle, with sidewalks, bicycle infrastructure, as well as bus and light rail transit. Within the SE Seattle subarea, the transportation network consists of 34.19 miles of bike network, 23.83 miles of freight network, and 373.67 miles of pedestrian network. Additionally, the PSPS covers 75.33 miles, and the transit network extends to 27.39 miles. See Exhibit 5-44.

Exhibit 5-44. Alternative 2 Transportation Network: SE Seattle

Alternative 2 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 8	34.19 miles	23.83 miles	373.67 miles	75.33 miles	27.39 miles

Sources: City of Seattle, 2023; BERK, 2023.

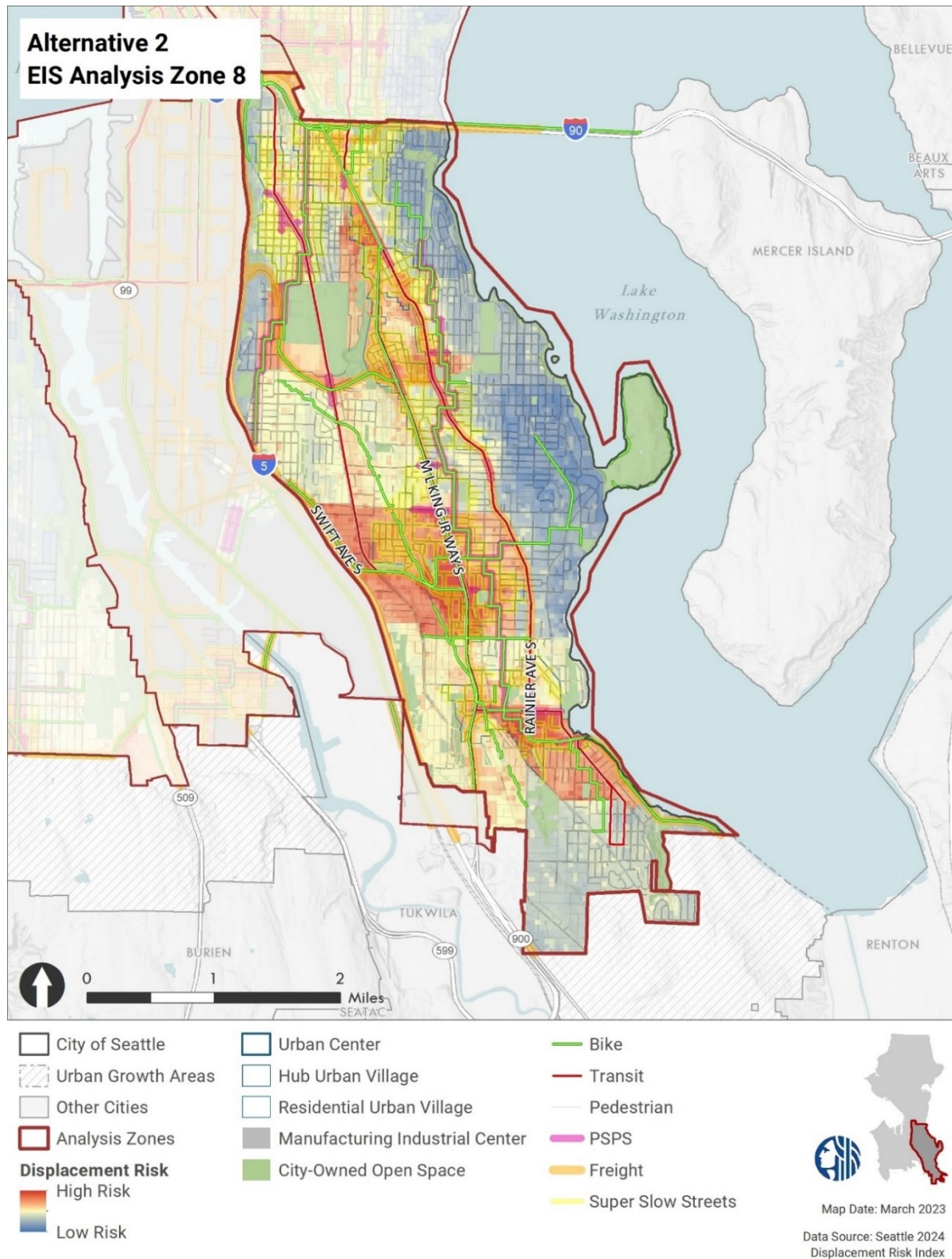
Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Alternative 2 proposes improvements along existing principal arterials and within urban village/urban center boundaries. There are pedestrian improvements at major intersections, and large increases in linear miles of both bicycle and transit network. No impacts to future land use compatibility are anticipated.

This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-45 and Exhibit 5-46. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

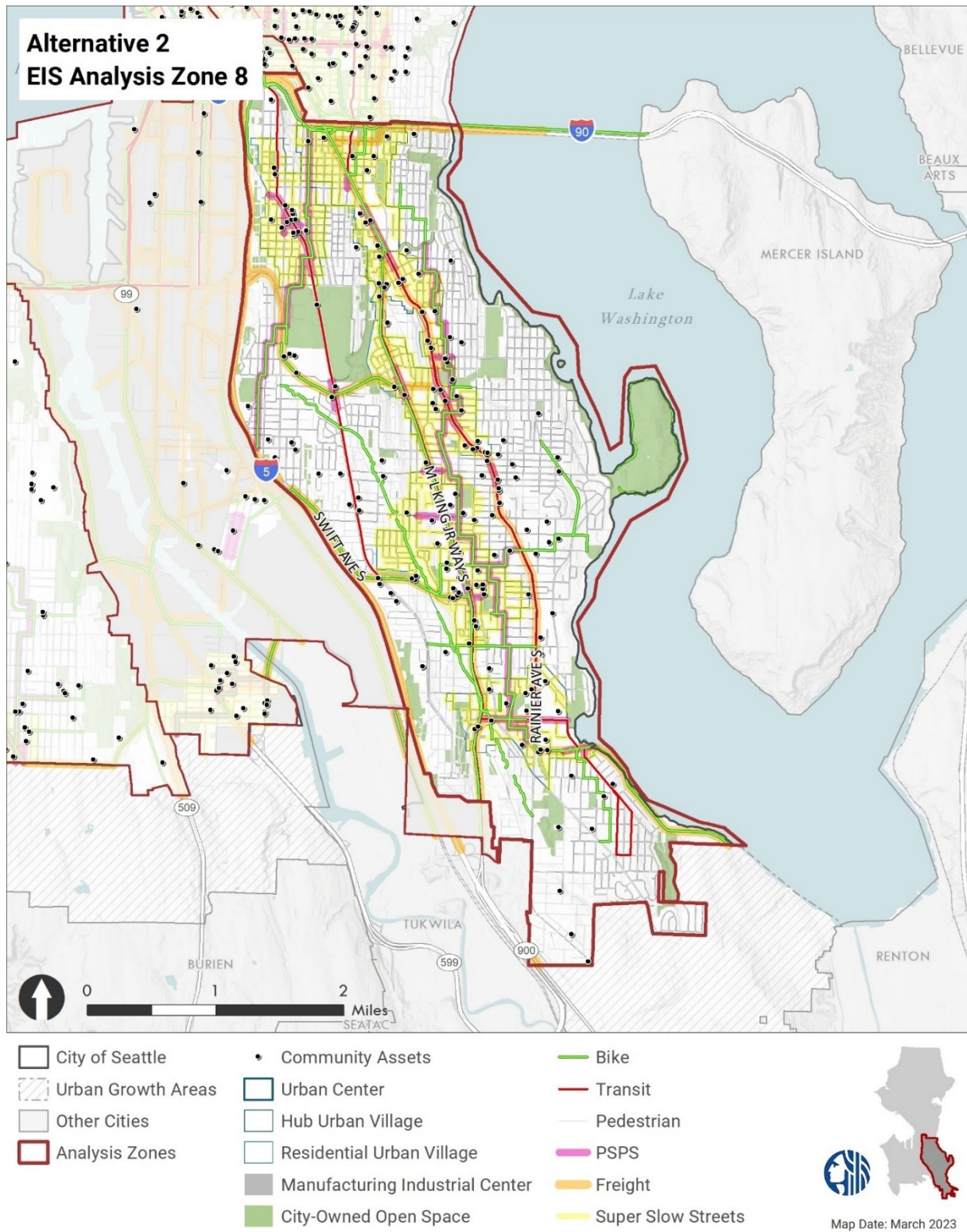
The expansion of the PSPS network provides better multimodal access to community assets. No impacts to access to community assets is anticipated. Additional improvements that extend beyond urban village/urban center boundaries will further improve access to community assets in this Analysis Zone.

Exhibit 5-45. SE Seattle Analysis Area - Alternative 2 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-46. SE Seattle Analysis Area - Alternative 2 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

Impacts of Alternative 3: Rapid Progress

Secondary Study Area Impacts

NW Seattle (Analysis Zone 1)

Alternative 3 would expand access to the pedestrian, bicycle and transit in NW Seattle more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit. Within the NW Seattle subarea, the transportation network comprises of 101.55 miles of bike network, 38.87 miles of freight network, and 641.47 miles of pedestrian network. Moreover, the PSPS covers 299.83 miles, and the transit network extends to 40.25 miles. See Exhibit 5-47.

Exhibit 5-47. Alternative 3 Transportation Network: NW Seattle

Alternative 3 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 1	101.55 miles	38.87 miles	641.47 miles	299.83 miles	40.25 miles

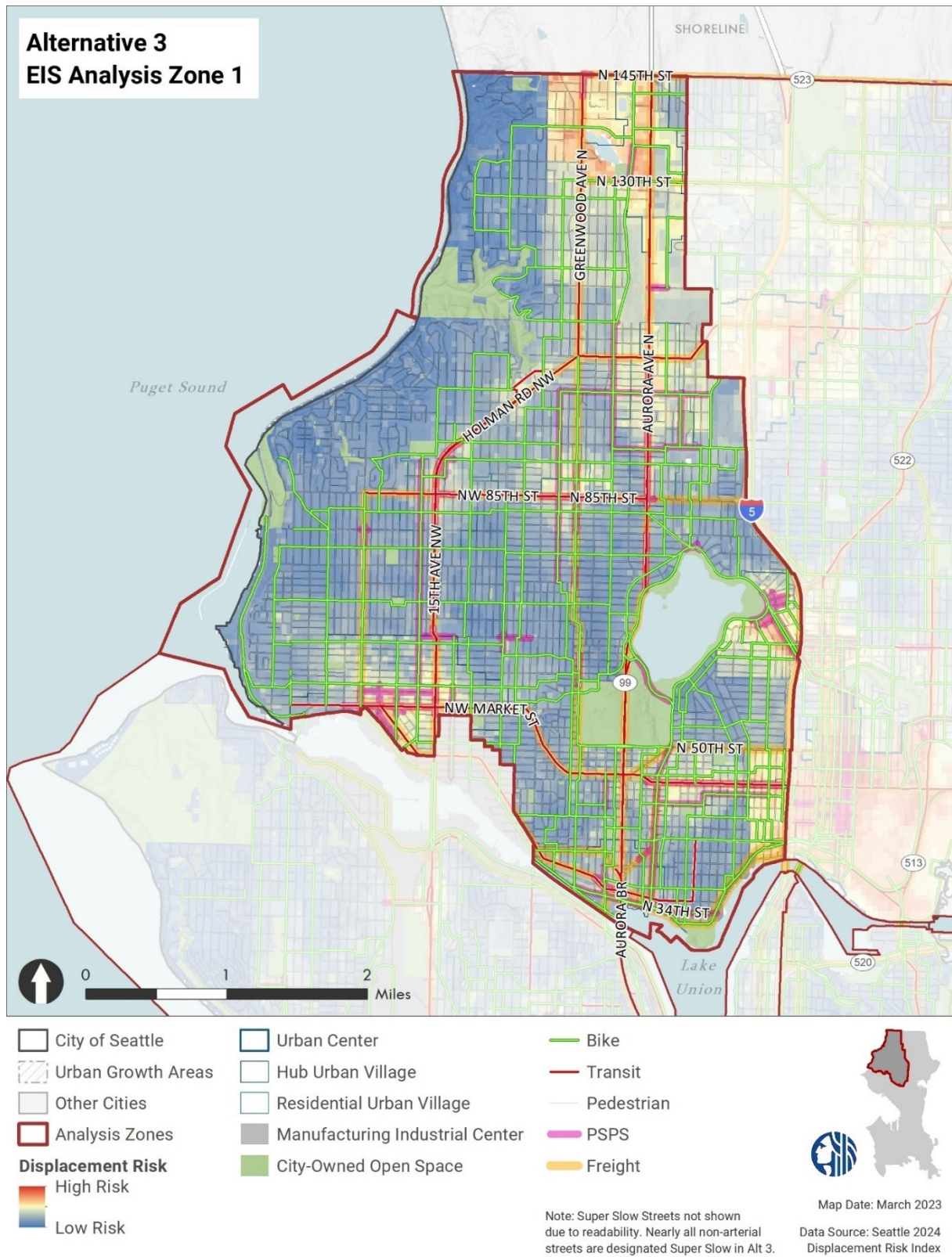
Sources: City of Seattle, 2023; BERK, 2023.

Alternative 3 improvements include increasing bus service frequency and hours, reprioritizing street space for additional bike facilities, community & mobility hubs with EV infrastructure, and a network of People Streets. This alternative is consistent with existing policy.

Alternative 3 also calls for crosswalk improvements, traffic calmed zones, and safety improvements for transit stops, as well as signal optimization and electrification measures. Alternative 3 proposes robust improvements to every aspect of the transportation network, facilitating multimodal connections throughout the subarea. No adverse impacts to land use compatibility or access to community assets are anticipated.

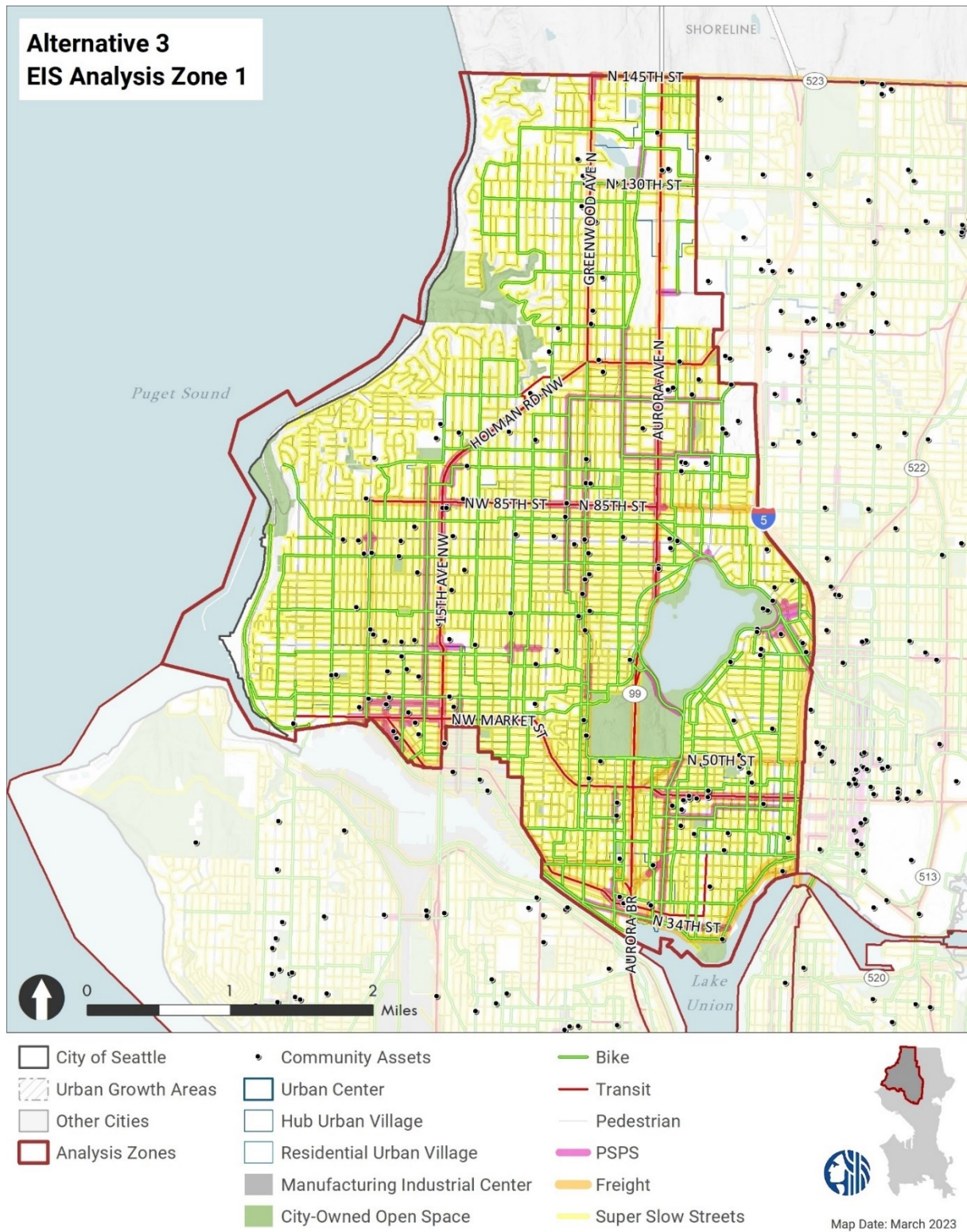
This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-48 and Exhibit 5-49. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-48. NW Seattle Analysis Area - Alternative 3 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-49. NW Seattle Analysis Area - Alternative 3 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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NE Seattle (Analysis Zone 2)

Alternative 3 would expand access to the pedestrian, bicycle and transit in NE Seattle more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit. Within the NE Seattle subarea, the transportation network consists of 102.71 miles of bike network, 34.38 miles of freight network, and 577.52 miles of pedestrian network. Additionally, the PSPS covers 259.05 miles, and the transit network extends to 42.16 miles. See Exhibit 5-50.

Exhibit 5-50. Alternative 3 Transportation Network: NE Seattle

Alternative 3 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 2	102.71 miles	34.38 miles	577.52 miles	259.05 miles	42.16 miles

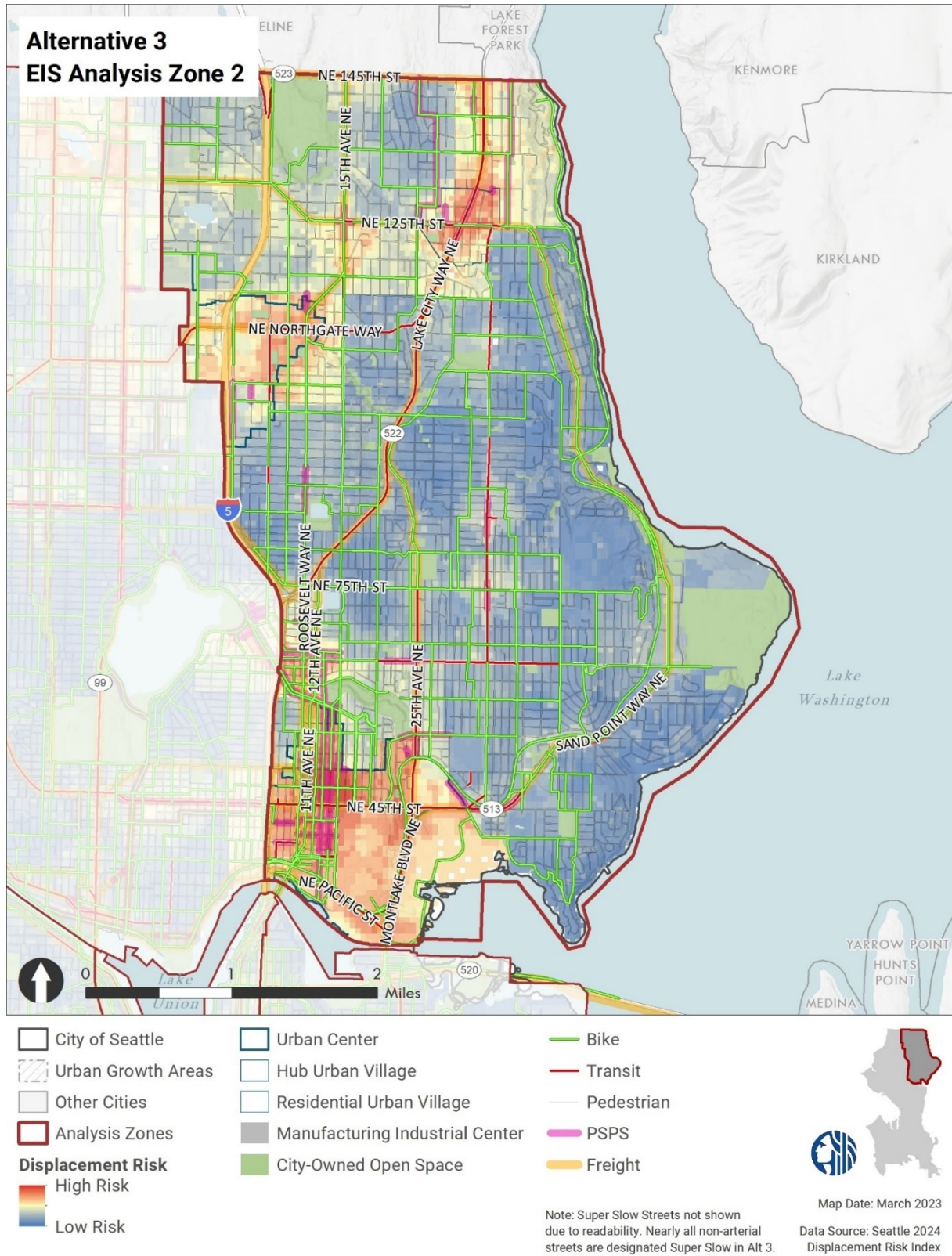
Sources: City of Seattle, 2023; BERK, 2023.

The expanded transit network in Alternative 3 provides integrated multi modal transit access to all neighborhoods within the subarea. Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

The bicycle and transit networks are dramatically improved over Alternative 1, facilitating better non-motorized connections to community assets. No adverse impacts to land use compatibility or access to community assets are anticipated.

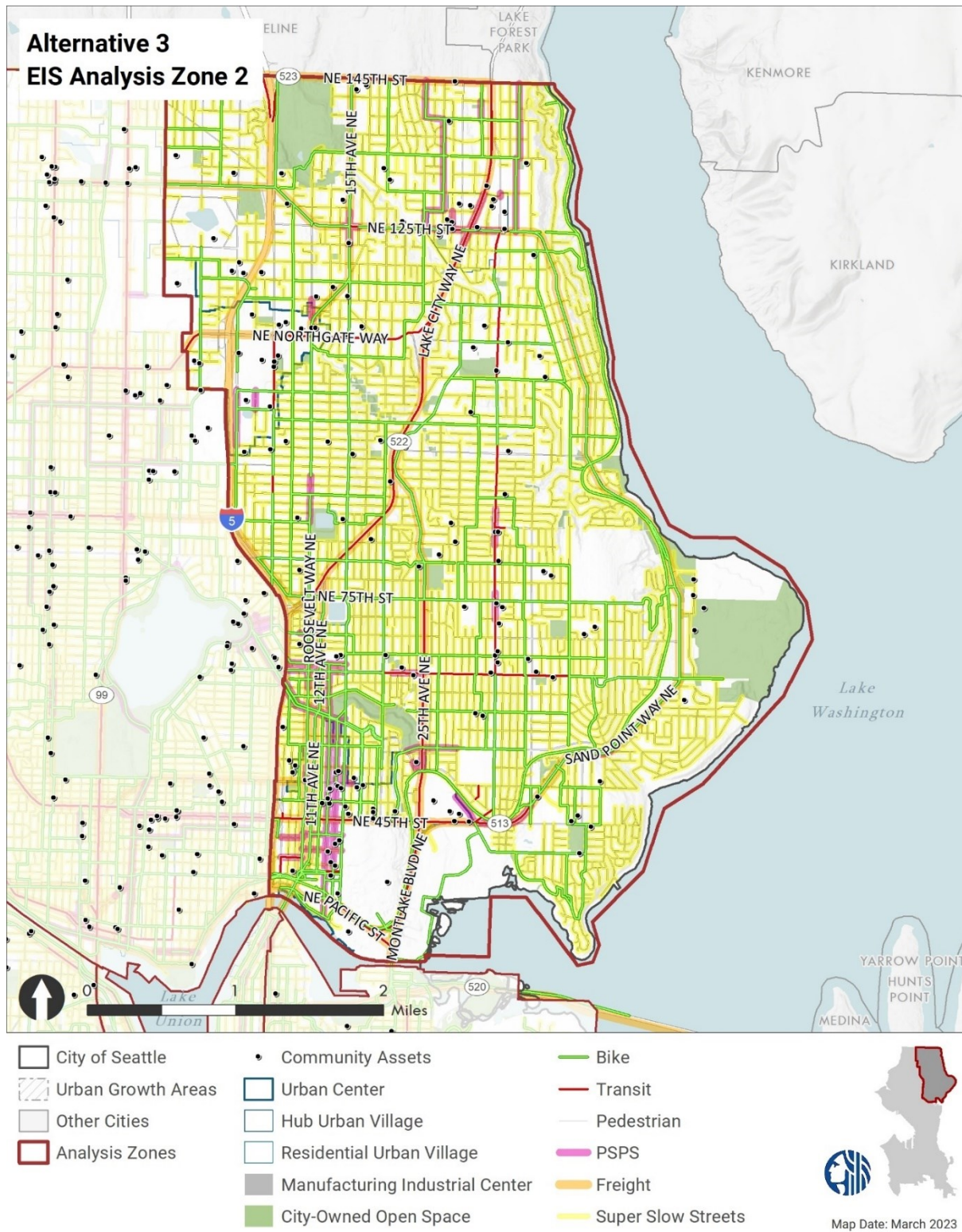
This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-51 and Exhibit 5-52. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-51. NE Seattle Analysis Area - Alternative 3 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-52. NE Seattle Analysis Area - Alternative 3 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Queen Anne/Magnolia (Analysis Zone 3)

Alternative 3 would expand access to the pedestrian, bicycle and transit in Queen Anne/Magnolia more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable. Within the Queen Anne/Magnolia subarea, the transportation network comprises of 43.40 miles of bike network, 20.42 miles of freight network, and 305.67 miles of pedestrian network. Furthermore, the PSPS covers 135.95 miles, and the transit network extends to 22.85 miles. See Exhibit 5-53.

Exhibit 5-53. Alternative 3 Transportation Network: Queen Anne/Magnolia

Alternative 3 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 3	43.40 miles	20.42 miles	305.67 miles	135.95 miles	22.85 miles

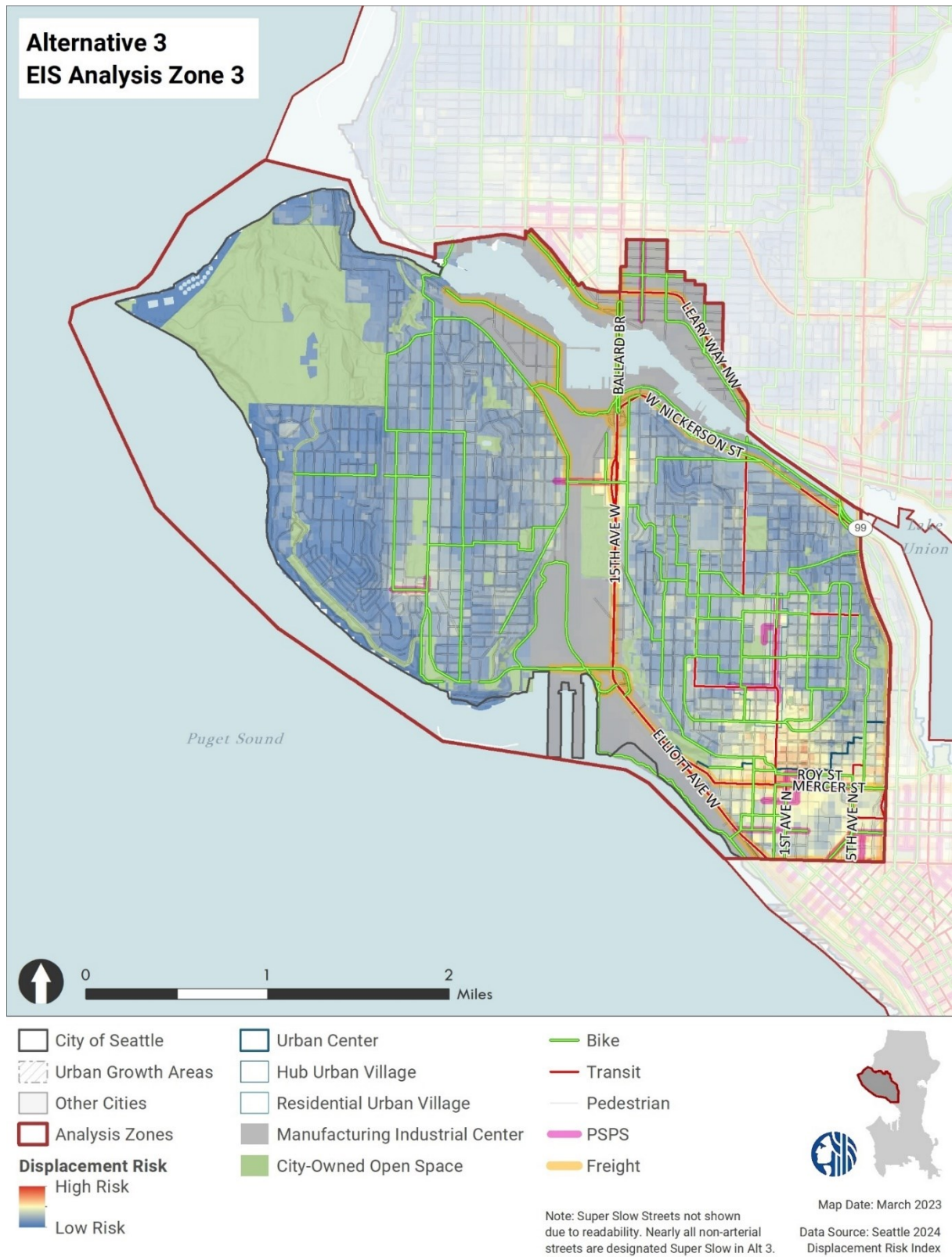
Sources: City of Seattle, 2023; BERK, 2023.

Alternative 3 provides a large addition in linear miles to the bicycle, transit, and PSPS network over Alternative 1. Alternative 3 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Bicycle network improvements are uniform across Upper Queen Anne and Magnolia with People Streets added to most streets in the subarea. The net change results in a more walkable subarea, with transit and freight improvements along the BIMNIC. No adverse impacts to land use compatibility or access to community assets are anticipated.

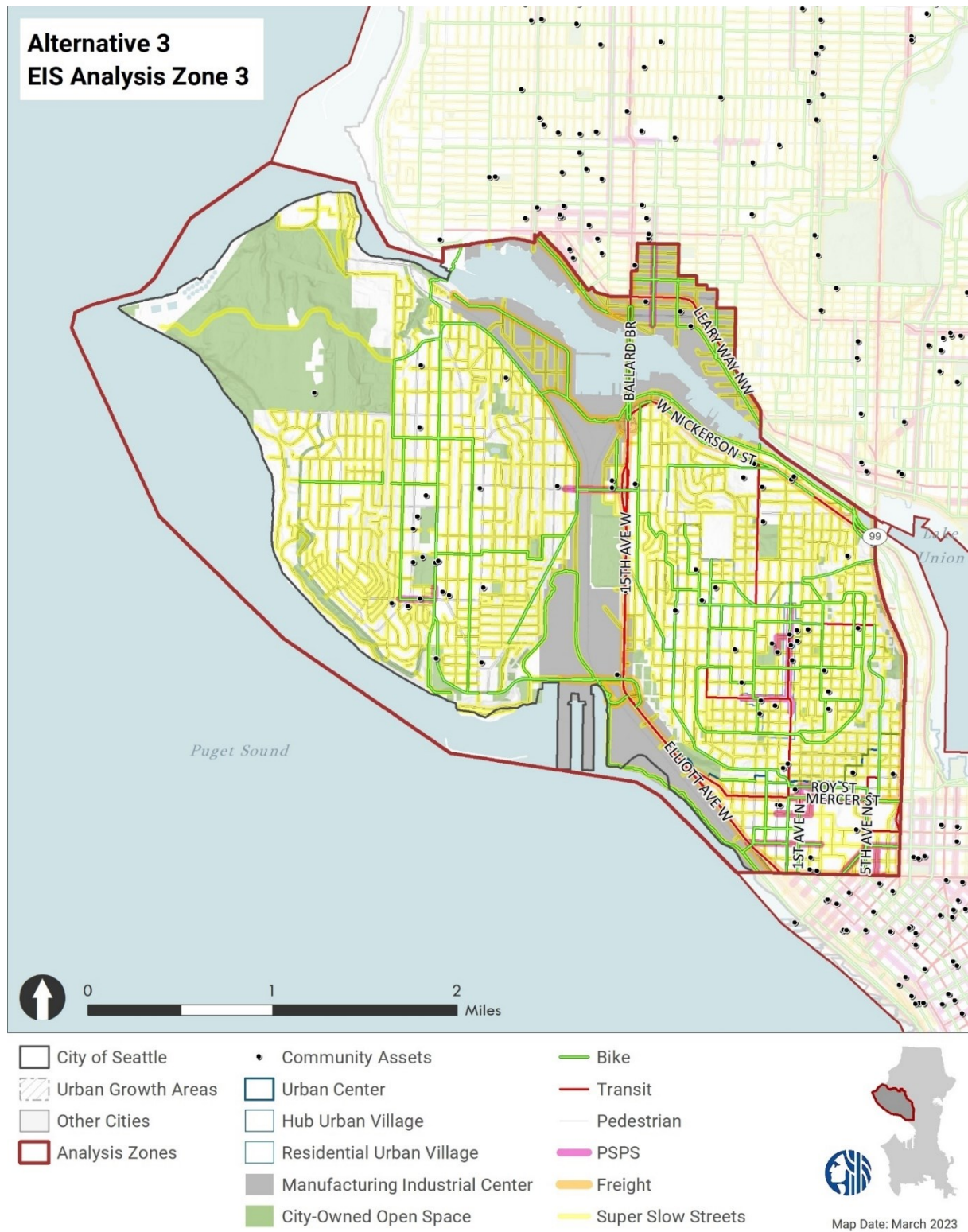
This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-54 and Exhibit 5-55. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-54. Queen Anne/Magnolia Analysis Area - Alternative 3 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-55. Queen Anne/Magnolia Analysis Area - Alternative 3 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Downtown/Lake Union (Analysis Zone 4)

Alternative 3 would expand access to the pedestrian, bicycle and transit in Downtown/Lake Union, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching larger areas. Within the Downtown/Lake Union subarea, the transportation network includes 31.44 miles of bike network, 15.74 miles of freight network, and 123.49 miles of pedestrian network. Additionally, the PSPS spans 39.53 miles, and the transit network spans 42.76 miles. See Exhibit 5-56.

Exhibit 5-56. Alternative 3 Transportation Network: Downtown/Lake Union

Alternative 3 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 4	31.44 miles	15.74 miles	123.49 miles	39.53 miles	42.76 miles

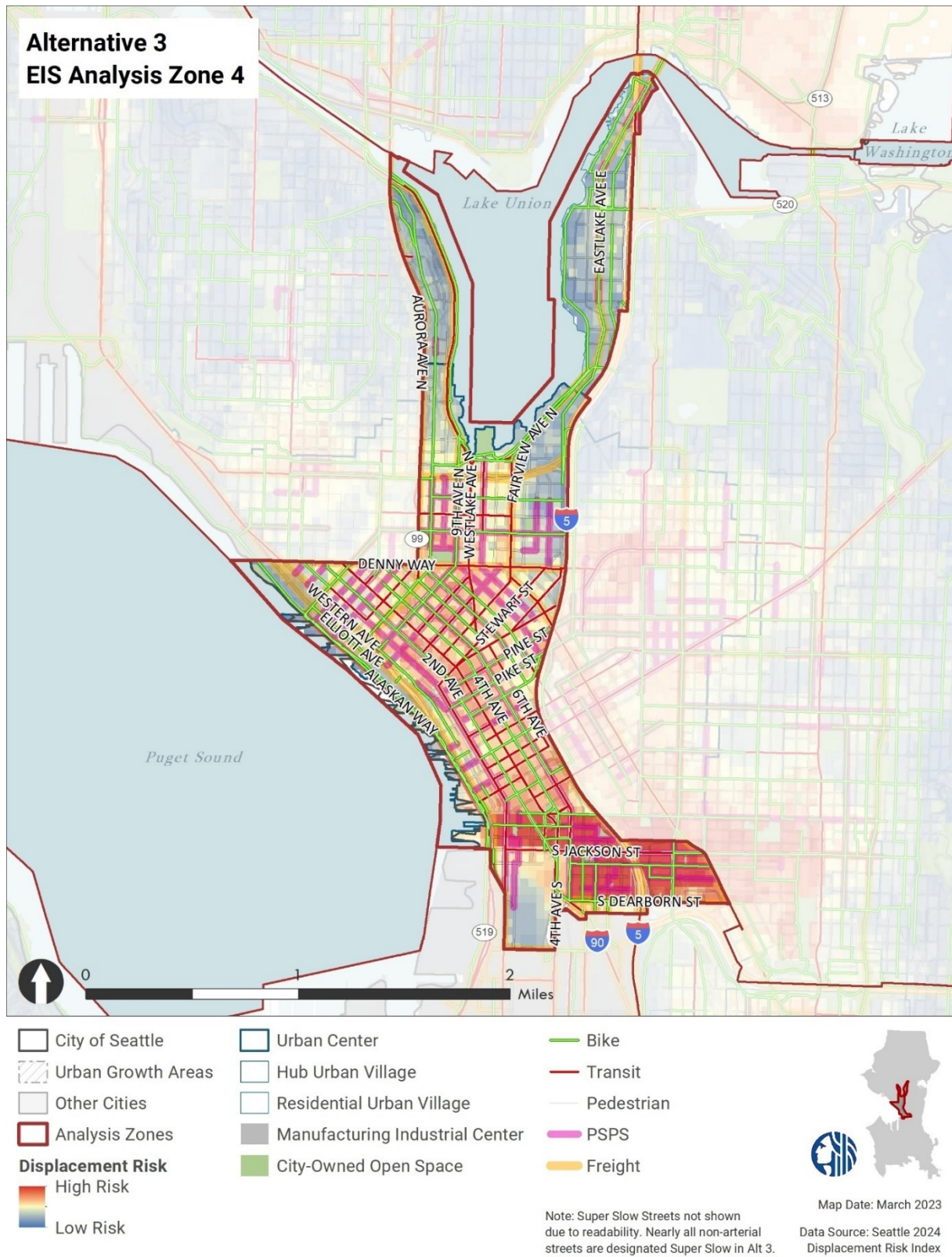
Sources: City of Seattle, 2023; BERK, 2023.

Alternative 3 proposes a large increase in the linear miles of bicycle, PSPS, and transit network in the Downtown/Lake Union subarea. The additional PSPS makes this subarea a central transit hub with an integrated multi modal transit system. Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city’s urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Planned improvement under this Alternative will create a more navigable subarea with broad accessible community assets. No adverse impacts to land use compatibility or access to community assets are anticipated.

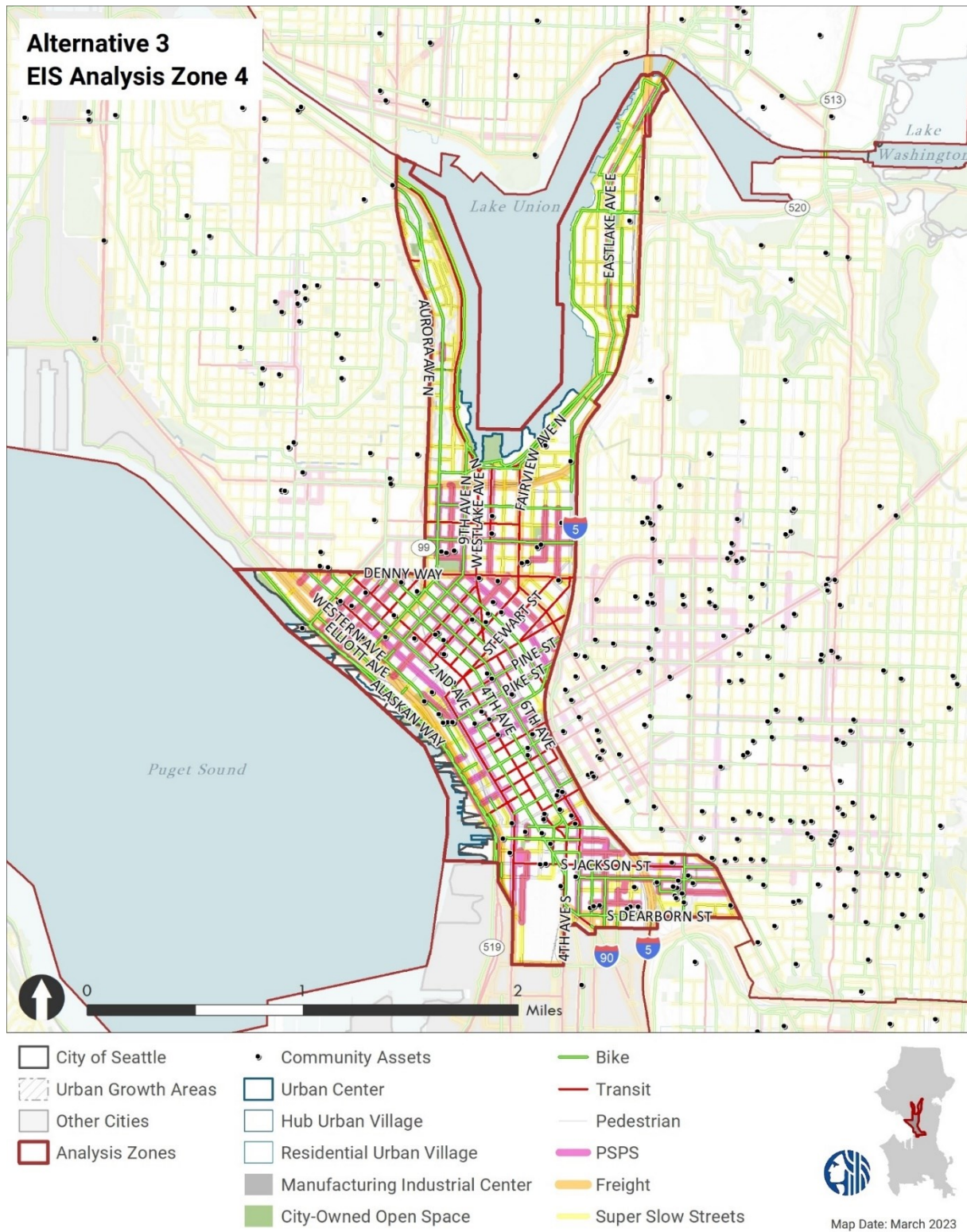
This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-57 and Exhibit 5-58. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-57. Downtown/Lake Union Analysis Area - Alternative 3 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-58. Downtown/Lake Union Analysis Area - Alternative 3 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Capitol Hill/Central District (Analysis Zone 5)

Alternative 3 would expand access to the pedestrian, bicycle and transit in Capitol Hill/Central District more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit. The Capitol Hill/Central District subarea has a bike network that spans 63.59 miles, a freight network that spans 18.29 miles, a pedestrian network that spans 338.27 miles, a PSPS network that spans 155.58 miles, and a transit network that spans 24.03 miles. See Exhibit 5-59.

Exhibit 5-59. Alternative 3 Transportation Network: Capitol Hill/Central District

Alternative 3 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 5	63.59 miles	18.29 miles	338.27 miles	155.58 miles	24.03 miles

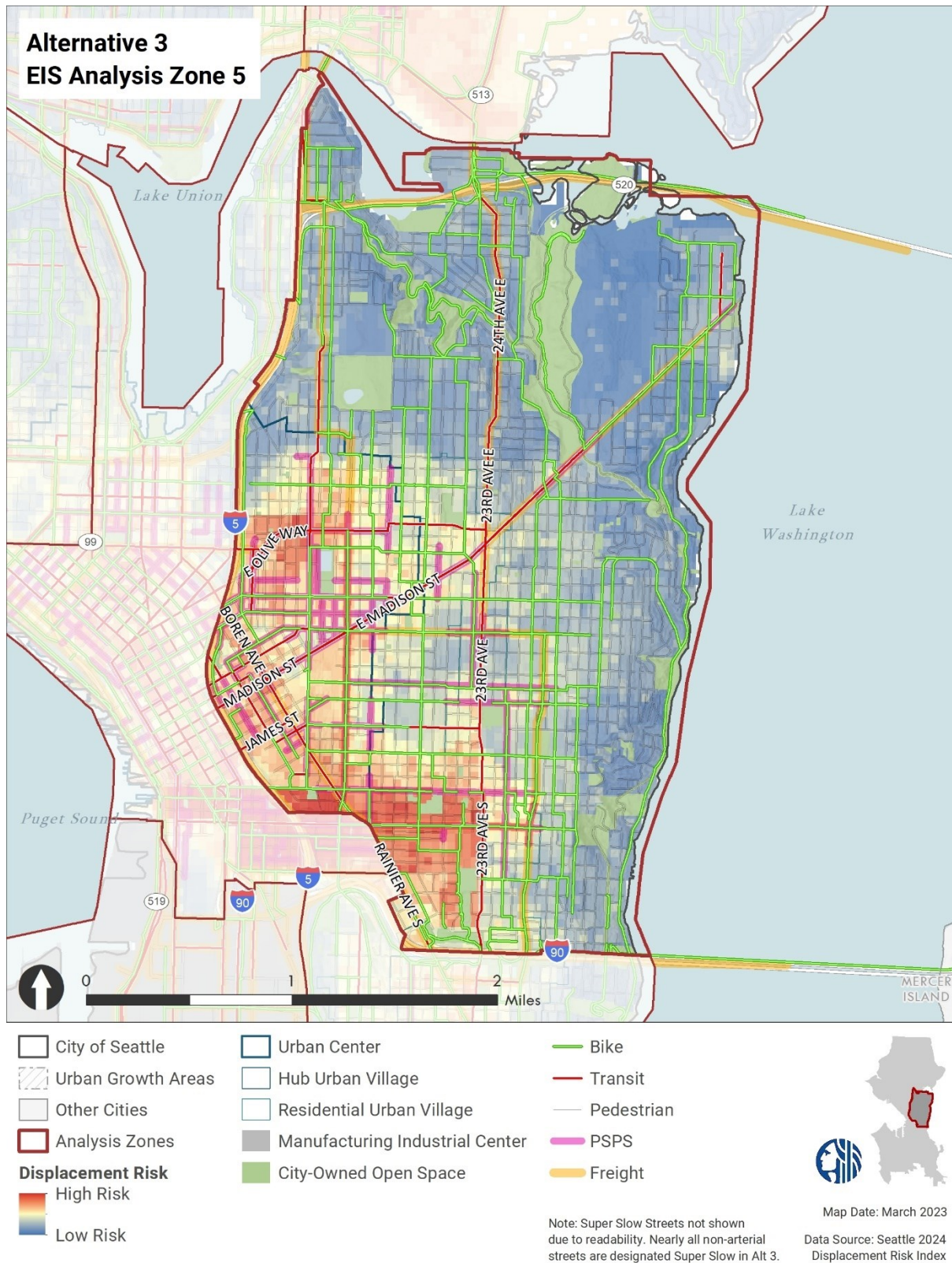
Sources: City of Seattle, 2023; BERK, 2023.

Alternative 3 proposes large improvements to the transit and PSPS network. Alternative 3 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Outside of the Capitol Hill Urban Center, there are large expansions to the transit and bicycle network, making the residential uses more connected to a multi-modal transit network. No adverse impacts to land use compatibility or access to community assets are anticipated.

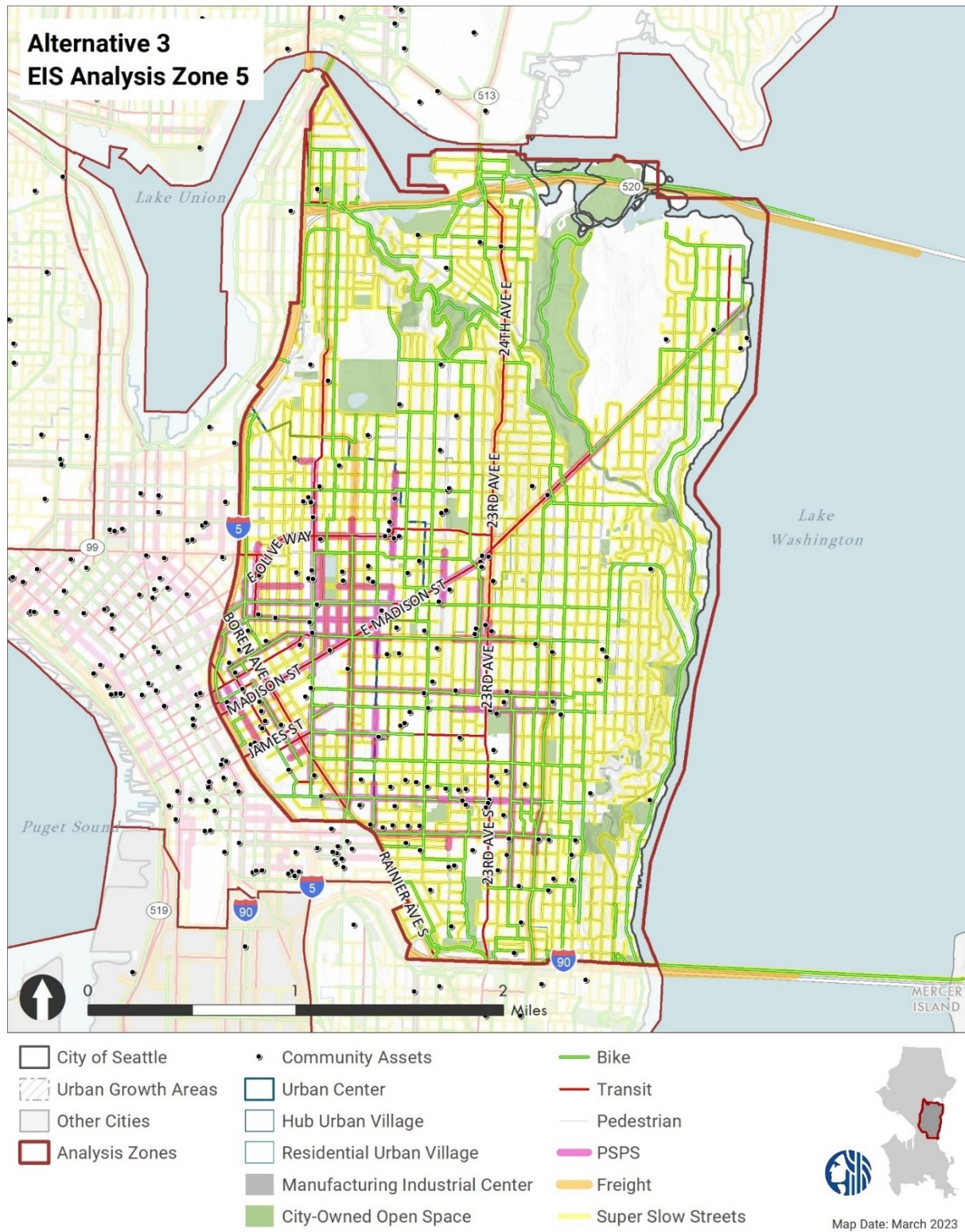
This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-60 and Exhibit 5-61. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-60. Capitol Hill/Central District Analysis Area - Alternative 3 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-61. Capitol Hill/Central District Analysis Area - Alternative 3 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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W Seattle (Analysis Zone 6)

Alternative 3 would expand access to the pedestrian, bicycle and transit in W Seattle more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit. Within the West Seattle subarea, the transportation network includes 78.05 miles of bike network, 17.85 miles of freight network, 465.00 miles of pedestrian network, 210.47 miles of PSPS, and 30.41 miles of transit network. See Exhibit 5-62.

Exhibit 5-62. Alternative 3 Transportation Network: W Seattle

Alternative 3 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 6	78.05 miles	17.85 miles	465.00 miles	210.47 miles	30.41 miles

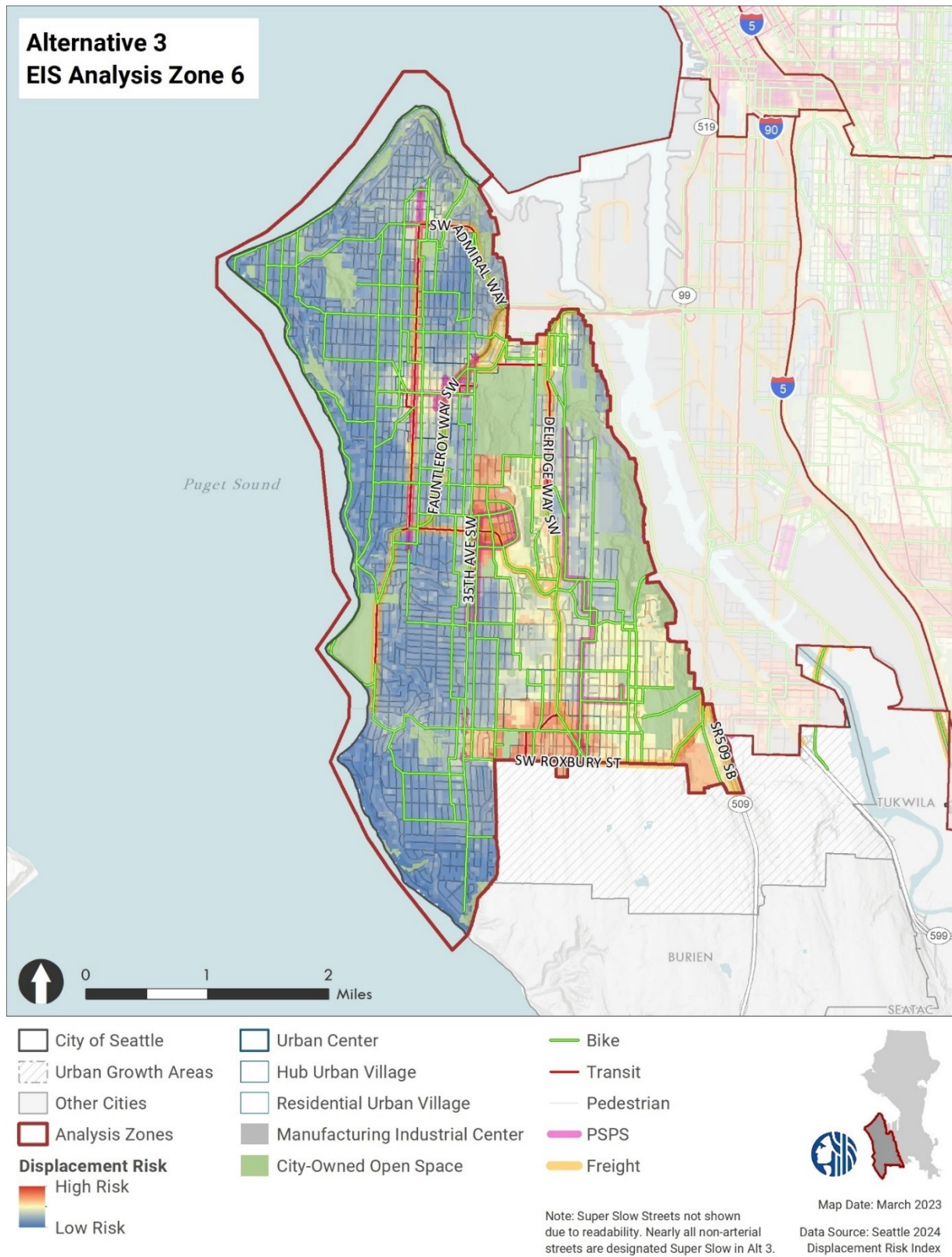
Sources: City of Seattle, 2023; BERK, 2023.

Alternative 3 proposes transit improvements along existing principal arterials, with pedestrian and bicycle network improvements throughout the entire subarea. Alternative 3 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

These improvements connect the surrounding residential uses to the commercial corridors within the subarea. No adverse impacts to land use compatibility or access to community assets are anticipated.

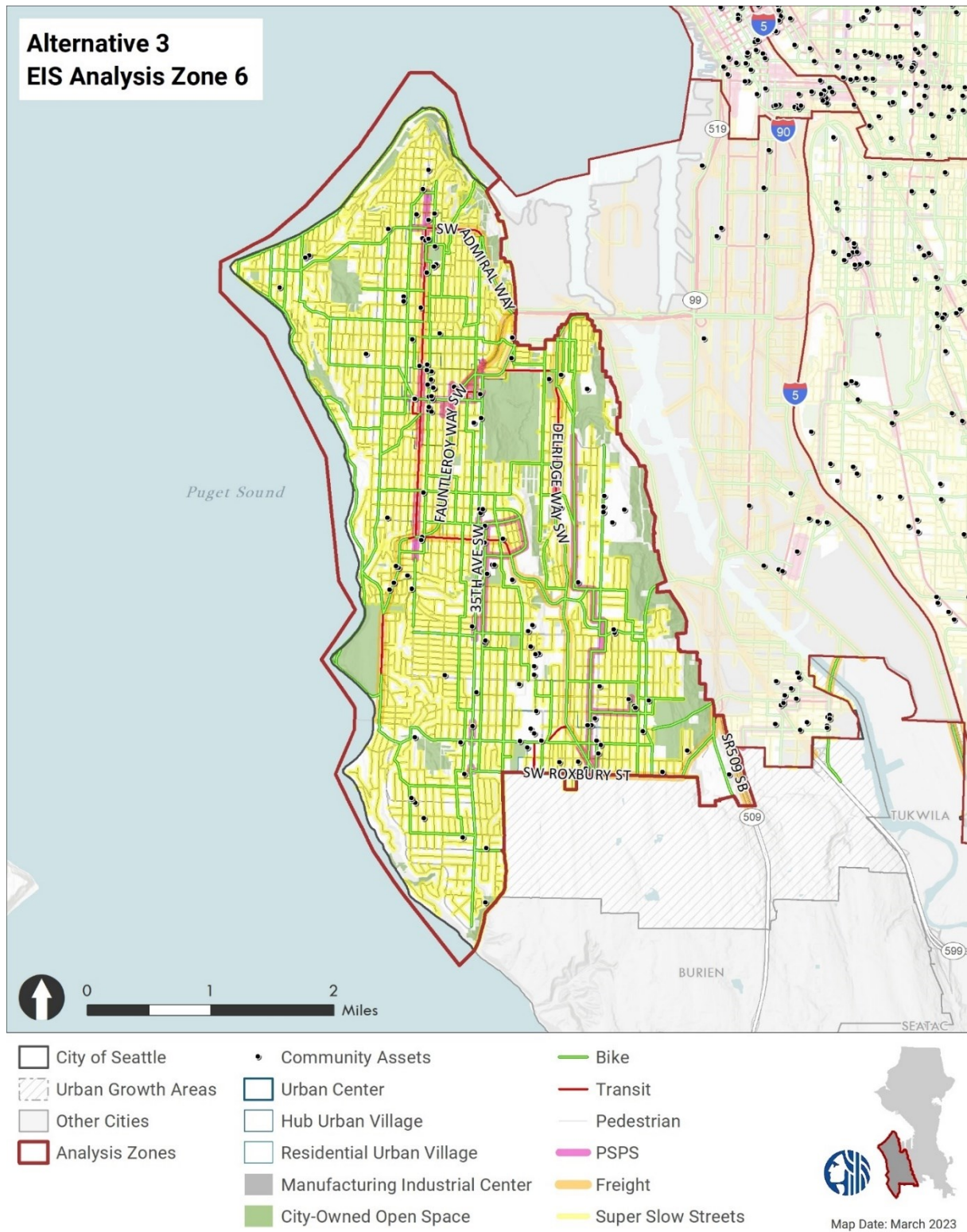
This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-63 and Exhibit 5-64. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-63. W Seattle Analysis Area - Alternative 3 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-64. W Seattle Analysis Area - Alternative 3 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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Duwamish (Analysis Zone 7)

Alternative 3 would expand access to the pedestrian, bicycle and transit in Duwamish more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit. Within the Duwamish subarea, the bike network spans 33.52 miles, the freight network spans 61.20 miles, the pedestrian network spans 197.76 miles, the PSPS network spans 64.53 miles, and the transit network spans 25.68 miles. See Exhibit 5-65.

Exhibit 5-65. Alternative 3 Transportation Network: Duwamish

Alternative 3 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 7	33.52 miles	61.20 miles	197.76 miles	64.53 miles	25.68 miles

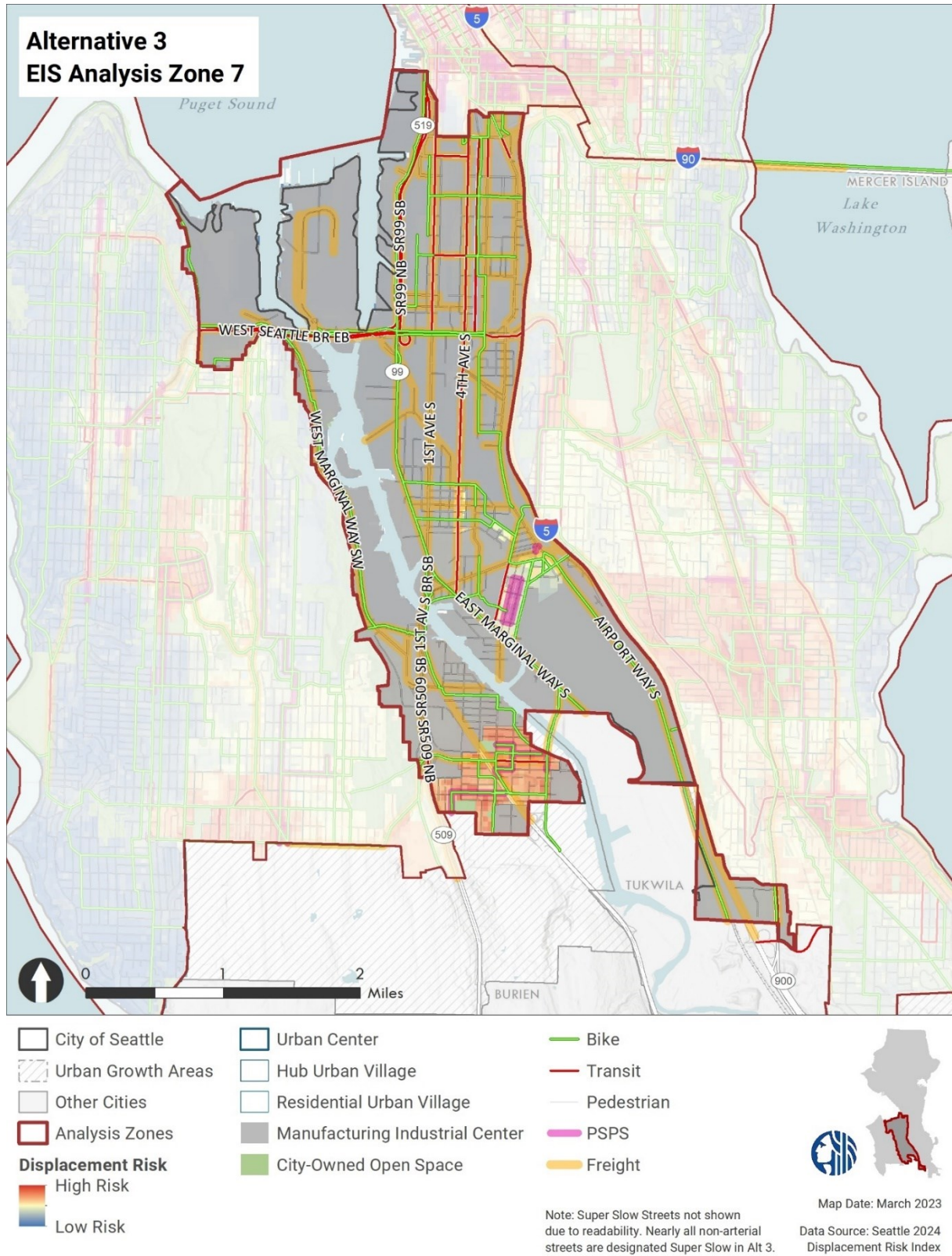
Sources: City of Seattle, 2023; BERK, 2023.

Alternative 3 proposes an expanded freight network throughout the Duwamish Manufacturing Industrial Center, along with transit and bicycle facilities. Alternative 3 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

Pedestrian realm improvements are focused on the South Park and Georgetown residential areas, with integrated multi-modal transit options. No adverse impacts to land use compatibility or access to community assets are anticipated.

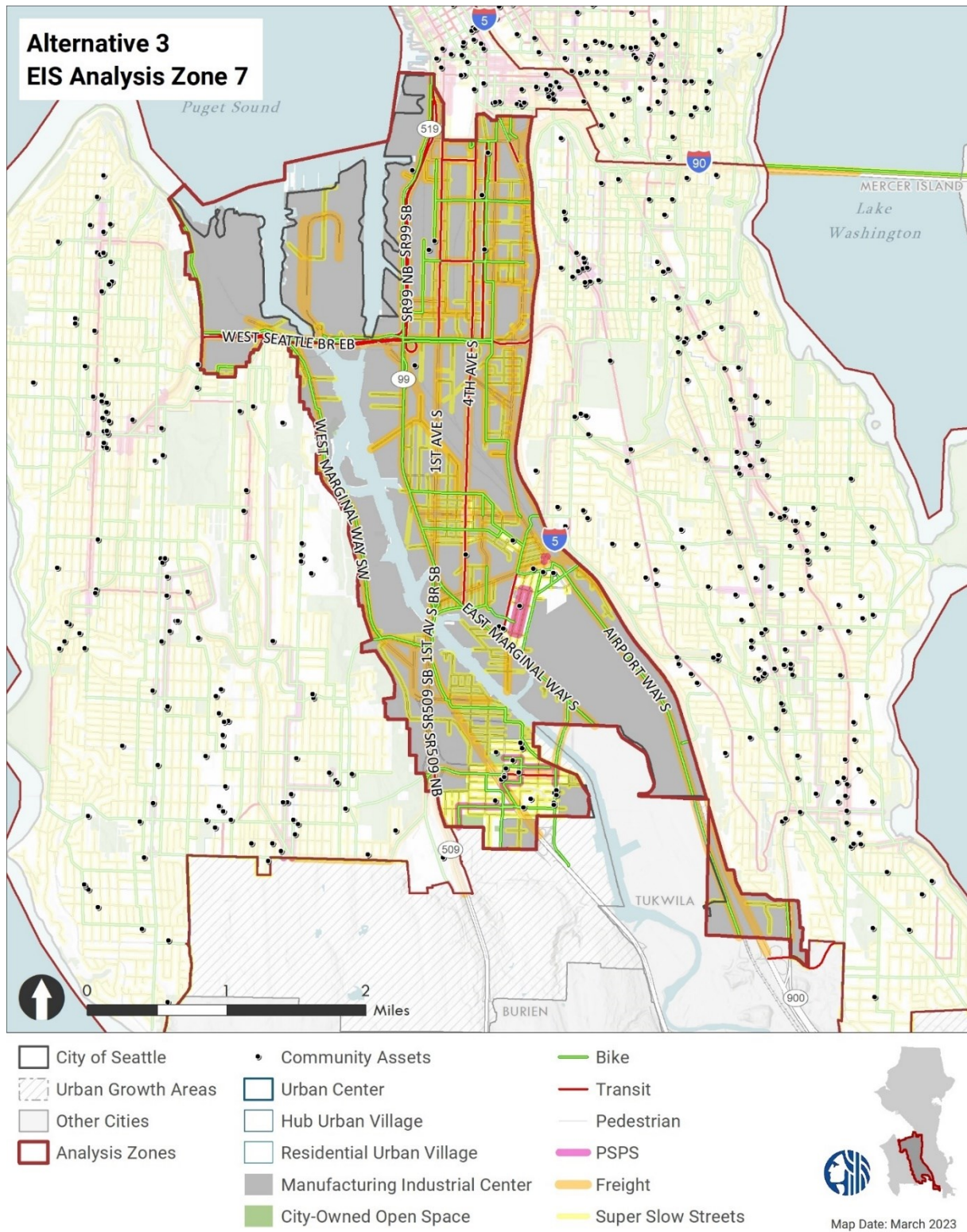
This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-66 and Exhibit 5-67. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-66. Duwamish Analysis Area - Alternative 3 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-67. Duwamish Analysis Area - Alternative 3 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

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SE Seattle (Analysis Zone 8)

Alternative 3 would expand access to the pedestrian, bicycle and transit in SE Seattle more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit. Within the SE Seattle subarea, the transportation network consists of 86.44 miles for biking, 23.83 miles for freight, 466.97 miles for pedestrians, 216.96 miles for PSPS, and 41.74 miles for transit. See Exhibit 5-68.

Exhibit 5-68. Alternative 3 Transportation Network: SE Seattle

Alternative 3 Network	Bike Network	Freight Network	Pedestrian Network	PSPS	Transit Network
EIS Study Area 8	86.44 miles	23.83 miles	466.97 miles	216.96 miles	41.74 miles

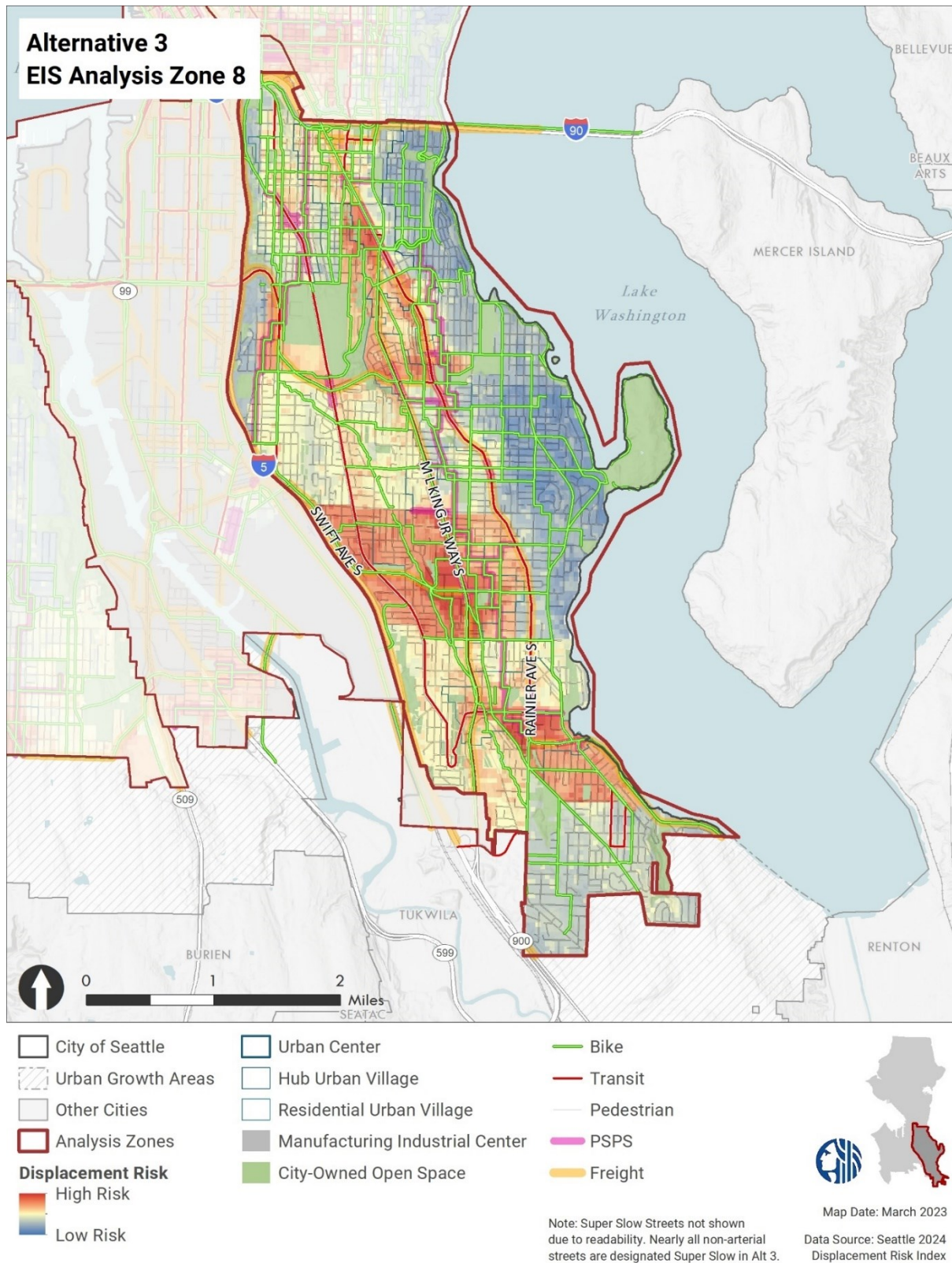
Sources: City of Seattle, 2023; BERK, 2023.

Alternative 3 proposes transit network improvements along existing principal arterials, with bicycle network improvements integrated throughout the subarea. Alternative 2 expands access to multimodal transportation in urban centers/villages. These conditions are consistent with existing policies that focus growth in the city's urban centers/villages, and business and port-related activity and employment growth within two central Port and industrial-use centers (Greater Duwamish MIC and BINMIC).

There are pedestrian improvements at major intersections and along routes with enhanced bicycle facilities. The expansion of PSPS provides full multimodal access to community assets and provides robust connections to the larger subarea. No adverse impacts to land use compatibility or access to community assets are anticipated.

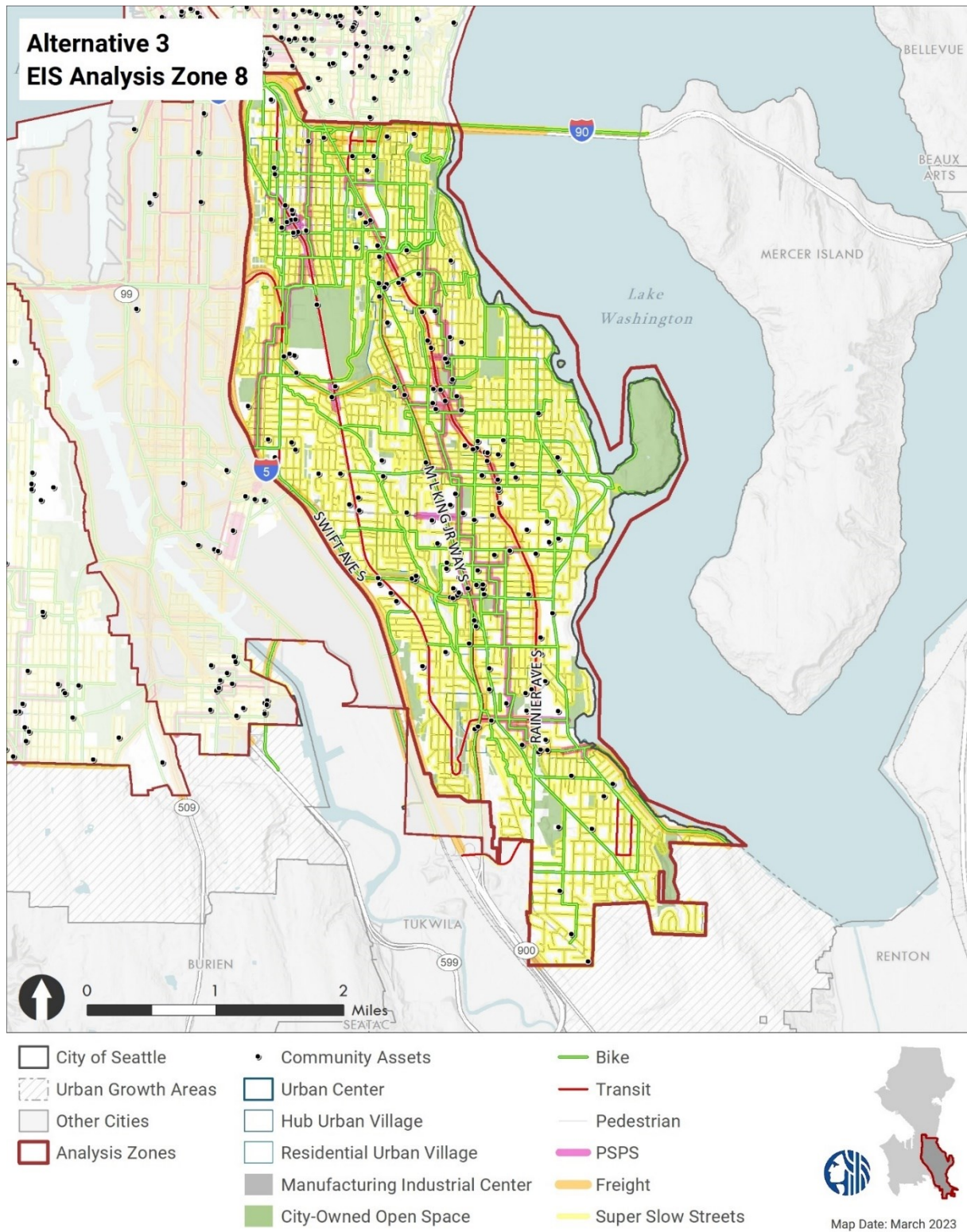
This alternative would increase transportation improvements in areas at high risk for displacement. See Exhibit 5-69 and Exhibit 5-70. See discussion on the connection between displacement and transportation in Chapter 3: Transportation.

Exhibit 5-69. SE Seattle Analysis Area - Alternative 3 Displacement Risk



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 5-70. SE Seattle Analysis Area - Alternative 3 Community Assets



Sources: City of Seattle, 2023; BERK, 2023.

D Transportation - Subarea Impacts

Impacts of Alternative 1: No Action

Subarea Impacts

NW Seattle (Area 1)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in NW Seattle. Sidewalks, bicycle infrastructure, and improved transit corridors will be accessible from more jobs and housing units primarily because of growth as shown in Exhibit 5-71.

Exhibit 5-71. Access to Network Elements in NW Seattle under Alternative 1

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044 (with Comprehensive Plan No Action)	Housing Unit Growth 2024-2044 (with Comprehensive Plan Alt 5)	Job Growth 2024-2044 (with Comprehensive Plan No Action)	Job Growth 2024-2044 (with Comprehensive Plan Alt 5)
Pedestrian Network (Within 300-feet of sidewalks)	67,116 housing units	33,151 jobs	13,189 housing units	19,918 housing units	10,734 jobs	11,886 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	50,692 housing units	30,661 jobs	11,830 housing units	15,857 housing units	9,592 jobs	10,419 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	33,786 housing units	21,347 jobs	8,381 housing units	11,105 housing units	6,804 jobs	7,767 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In NW Seattle under Alternative 1, areas within 300 feet of sidewalks include 33,151 existing jobs and 67,116 existing housing units, 104 fewer jobs and 1,399 fewer housing units than Alternative 2, and 1,320 fewer jobs and 5,457 fewer housing units than Alternative 3. In Alternative 1 the areas within 300 feet of sidewalks are expected to see growth of 11,886 jobs and 19,918 housing units from 2024-2044, 321 fewer jobs and 368 fewer housing units than Alternative 2, and 647 fewer jobs and 1,218 fewer housing units than Alternative 3.

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An estimated 30,661 existing jobs and 50,692 existing housing units in NW Seattle would be within ¼ mile of bike facilities in Alternative 1 according to 2020 estimates, 858 fewer jobs and 2,072 fewer housing units than Alternative 2, and 5,860 fewer jobs and 22,586 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 10,419 jobs and 15,857 housing units from 2024-2044. This is total estimated growth is 271 fewer jobs and 406 fewer housing units than Alternative 2, and 2,473 fewer jobs and 5,484 fewer housing units than Alternative 3.

An estimated 21,347 existing jobs and 33,786 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations in Alternative 1, 6,328 fewer jobs and 13,173 fewer housing units than Alternative 2, and 13,412 fewer jobs and 30,835 fewer housing units than Alternative 3. In Alternative 1, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 11,105 jobs and 7,767 housing units from 2024-2044, 2,356 fewer jobs and 3,955 fewer housing units than Alternative 2 and 4,302 fewer jobs and 8,014 fewer housing units than Alternative 3.

NE Seattle (Area 2)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in NE Seattle. Sidewalks, bicycle infrastructure, as well as improved transit corridors will be accessible from more jobs and housing units primarily because of growth as shown in Exhibit 5-72.

Exhibit 5-72. Access to Network Elements in NE Seattle under Alternative 1

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044 (with Comprehensive Plan No Action)	Housing Unit Growth 2024-2044 (with Comprehensive Plan Alt 5)	Job Growth 2024-2044 (compared to Comprehensive Plan No Action)	Job Growth 2 (with Comprehensive Plan Alt 5)2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	49,883 housing units	57,585 jobs	9,427 housing units	17,061 housing units	9,203 jobs	10,130 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	44,306 housing units	60,213 jobs	9,949 housing units	16,164 housing units	9,734 jobs	10,534 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	22,495 housing units	41,149 jobs	6,786 housing units	9,170 housing units	5,857 jobs	6,213 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In NE Seattle under Alternative 1, areas within 300 feet of sidewalks include 57,585 existing jobs and 49,883 existing housing units, 113 fewer jobs and 1,071 fewer housing units than Alternative 2, and 2,458 fewer jobs and 7,612 fewer housing units than Alternative 3. In Alternative 1 the areas within 300 feet of sidewalks are expected to see growth of 10,130 jobs and 17,061 housing units from 2024-2044, 451 fewer jobs and 988 fewer housing units than Alternative 2 and 752 fewer jobs and 2,003 fewer housing units than Alternative 3.

Under Alternative 1, areas within a ¼ mile of bicycle infrastructure in NE Seattle include 60,213 jobs and 44,306 housing units according to 2020 estimates, 1,816 fewer jobs and 4,964 fewer housing units than Alternative 2, and 6,433 fewer jobs and 14,263 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 10,534 jobs and 16,164 housing units from 2024-2044. This is 1,158 fewer jobs and 2,614 fewer housing units than Alternative 2 and 1,919 fewer jobs and 4,454 fewer housing units than Alternative 3.

An estimated 41,149 existing jobs and 22,495 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations in Alternative 1, 14,368 fewer jobs and 8,166 fewer housing units than Alternative 2, and 22,433 fewer jobs and 31,558 fewer housing units than Alternative 3. In Alternative 1, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and

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community & mobility hubs are expected to see growth of 6,213 jobs and 9,170 housing units from 2024-2044, 2,685 fewer jobs and 3,320 fewer housing units than Alternative 2 and 5,663 fewer jobs and 10,323 fewer housing units than Alternative 3.

Queen Anne/Magnolia (Area 3)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in Queen Anne/Magnolia. Sidewalks, bicycle infrastructure, as well as improved transit corridors will be accessible from more jobs and housing units primarily because of growth as shown in Exhibit 5-73.

Exhibit 5-73. Access to Network Elements in Queen Anne/Magnolia under Alternative 1

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044 (with Comprehensive Plan No Action)	Housing Unit Growth 2024-2044 (with Comprehensive Plan Alt 5)	Job Growth 2024-2044 (compared to Comprehensive Plan No Action)	Job Growth 2 (with Comprehensive Plan Alt 5) 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	36,459 housing units	45,100 jobs	5,538 housing units	8,759 housing units	8,441 jobs	9,475 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	20,209 housing units	39,731 jobs	4,559 housing units	6,023 housing units	9,043 jobs	9,916 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	18,089 housing units	36,084 jobs	4,211 housing units	4,910 housing units	6,231 jobs	6,681 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Queen Anne/Magnolia under Alternative 1, areas within 300 feet of sidewalks include 45,100 existing jobs and 36,459 existing housing units, nearly the same number of jobs and housing units Alternative 2, and 2,423 fewer jobs and 631 fewer housing units than Alternative 3. In Alternative 1, areas within 300 feet of sidewalks are expected to see growth of 9,475 jobs and 8,759 housing units from 2024-2044, 4 fewer jobs and 4 fewer housing units than Alternative 2 and 471 fewer jobs and 157 fewer housing units than Alternative 3.

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Under Alternative 1, areas within a ¼ mile of bicycle infrastructure in Queen Anne/Magnolia include 39,731 existing jobs and 20,209 existing housing units according to 2020 estimates, 219 fewer jobs and 1,717 fewer housing units than Alternative 2, and 9,204 fewer jobs and 17,876 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 9,916 jobs and 6,023 housing units from 2024-2044. This is 242 fewer jobs and 294 fewer housing units than Alternative 2 and 1,652 fewer jobs and 2,980 fewer housing units than Alternative 3.

An estimated 36,084 existing jobs and 18,089 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations in Alternative 1, 3,848 fewer jobs and 3,724 fewer housing units than Alternative 2, and 8,564 fewer jobs and 11,094 fewer housing units than Alternative 3. In Alternative 1, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 6,681 jobs and 4,910 housing units from 2024-2044, 1,571 fewer jobs and 1,015 fewer housing units than Alternative 2 and 2,328 fewer jobs and 1,844 fewer housing units than Alternative 3.

Downtown/Lake Union (Area 4)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in Downtown/Lake Union. Sidewalks, bicycle infrastructure, as well as improved transit corridors will be accessible from more jobs and housing units primarily because of growth as shown in Exhibit 5-74.

Exhibit 5-74. Access to Network Elements in Downtown/Lake Union under Alternative 1

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044 (with Comprehensive Plan No Action)	Housing Unit Growth 2024-2044 (with Comprehensive Plan Alt 5)	Job Growth 2024-2044 (compared to Comprehensive Plan No Action)	Job Growth 2 (with Comprehensive Plan Alt 5)2024-2044
Pedestrian Network (Within 300-foot of sidewalks)	36,754 housing units	230,911 jobs	18,863 housing units	19,008 housing units	88,340 jobs	84,131 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	35,810 housing units	227,644 jobs	18,507 housing units	18,652 housing units	90,081 jobs	85,785 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	37,180 housing units	229,718 jobs	19,080 housing units	19,226 housing units	89,396 jobs	85,134 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Downtown/Lake Union under Alternative 1, areas within 300 feet of sidewalks have 230,911 existing jobs and 36,754 existing housing units, 217 fewer jobs and 100 fewer housing units than Alternative 2 and Alternative 3. In Alternative 1 the areas within 300 feet of sidewalks are expected to see growth of 84,131 jobs and 19,008 housing units from 2024-2044, 102 fewer jobs and 26 fewer housing units than Alternative 2 and Alternative 3.

Under Alternative 1, areas within a ¼ mile of bicycle infrastructure in Downtown/Lake Union include 227,644 jobs and 35,810 housing unit according to 2020 estimates, 3,484 fewer jobs and 1,724 fewer housing units than Alternatives 2 and 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 85,785 jobs and 18,652 housing units between 2024-2044. This is 217 fewer jobs and 766 fewer housing units than Alternative 2 and Alternative 3.

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An estimated 229,718 existing jobs and 37,180 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations in Alternative 1, the same number of jobs and 265 fewer housing units than Alternative 2, and 1,410 fewer jobs and 322 fewer housing units than Alternative 3. In Alternative 1, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 85,134 jobs and 19,226 housing units from 2024-2044, 617 fewer jobs and 135 fewer housing units than Alternative 2 and 813 fewer jobs and 179 fewer housing units than Alternative 3.

Capitol Hill/Central District (Area 5)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in Capitol Hill/Central District. Sidewalks, bicycle infrastructure, as well as improved transit corridors will be accessible from more jobs and housing units primarily because of growth as shown in Exhibit 5-75.

Exhibit 5-75. Access to Network Elements in Capitol Hill/Central District under Alternative 1

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044 (with Comprehensive Plan No Action)	Housing Unit Growth 2024-2044 (with Comprehensive Plan Alt 5)	Job Growth 2024-2044 (compared to Comprehensive Plan No Action)	Job Growth 2 (with Comprehensive Plan Alt 5) 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	56,986 housing units	67,399 jobs	13,281 housing units	16,578 housing units	5,623 jobs	5,468 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	52,509 housing units	61,799 jobs	12,936 housing units	14,994 housing units	5,266 jobs	4,995 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	37,633 housing units	56,567 jobs	9,832 housing units	11,005 housing units	3,712 jobs	3,728 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Capitol Hill/Central District under Alternative 1, areas within 300 feet of sidewalks have 67,399 existing jobs and 56,986 existing housing units, the same number of jobs and 28 fewer housing units than Alternative 2, and 43 fewer jobs and 380 fewer housing units than Alternative 3. In Alternative 1 the areas within 300

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feet of sidewalks are expected to see growth of 5,468 jobs and 16,578 housing units from 2024-2044, 7 fewer jobs and 26 fewer housing units than Alternative 2 and 35 fewer jobs and 127 fewer housing units than Alternative 3.

Under Alternative 1, areas within a ¼ mile of bicycle infrastructure in Capitol Hill/Central District include 61,799 jobs and 52,509 housing units according to 2020 estimates, 254 fewer jobs and 566 fewer housing units than Alternative 2, and 5,730 fewer jobs and 5,964 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 5,266 jobs and 12,936 housing units from 2024-2044. This is 64 fewer jobs and 212 fewer housing units than Alternative 2 and 586 fewer jobs and 1,935 fewer housing units than Alternative 3.

An estimated 56,567 existing jobs and 37,633 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations in Alternative 1, 4,172 fewer jobs and 11,825 fewer housing units than Alternative 2, and 9,467 fewer jobs and 16,841 fewer housing units than Alternative 3. In Alternative 1 areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 3,712 jobs and 9,832 housing units from 2024-2044, 1,089 fewer jobs and 3,328 fewer housing units than Alternative 2 and 1,561 fewer jobs and 5,152 fewer housing units than Alternative 3.

W Seattle (Area 6)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in W Seattle. Sidewalks, bicycle infrastructure, as well as improved transit corridors will be accessible from more jobs and housing units primarily because of growth as shown in Exhibit 5-76.

Exhibit 5-76. Access to Network Elements in W Seattle under Alternative 1

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044 (with Comprehensive Plan No Action)	Housing Unit Growth 2024-2044 (with Comprehensive Plan Alt 5)	Job Growth 2024-2044 (compared to Comprehensive Plan No Action)	Job Growth 2 (with Comprehensive Plan Alt 5) 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	36,938 housing units	15,181 jobs	6,302 housing units	12,536 housing units	5,073 jobs	6,051 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	24,921 housing units	9,724 jobs	4,248 housing units	9,244 housing units	3,506 jobs	4,848 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	18,137 housing units	10,145 jobs	4,687 housing units	7,994 housing units	3,298 jobs	4,062 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In under Alternative 1, areas within 300 feet of sidewalks have 15,181 existing jobs and 36,938 existing housing units, 25 fewer jobs and 424 fewer housing units than Alternative 2, and 431 fewer jobs and 3,278 fewer housing units than Alternative 3. In Alternative 1 the areas within 300 feet of sidewalks are expected to see growth of 6,051 jobs and 12,536 housing units from 2024-2044, 101 fewer jobs and 272 fewer housing units than Alternative 2 and 445 fewer jobs and 943 fewer housing units than Alternative 3.

Under Alternative 1, areas within a ¼ mile of bicycle infrastructure in W Seattle include 9,724 jobs and 24,921 housing units according to 2020 estimates, 3,352 fewer jobs and 4,322 fewer housing units than Alternative 2, and 7,647 fewer jobs and 18,252 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 4,848 jobs and 9,244 housing units from 2024-2044. This is 820 fewer jobs and 1,808 fewer housing units than Alternative 2 and 2,168 fewer jobs and 5,109 fewer housing units than Alternative 3.

An estimated 10,145 existing jobs and 18,137 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations in Alternative 1, 26 fewer jobs and 1,047 fewer housing units than Alternative 2, and 3,342 fewer jobs and 11,695 fewer housing units than Alternative 3. In

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Alternative 1 areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 4,062 jobs and 7,994 housing units from 2024-2044, 146 fewer jobs and 461 fewer housing units than Alternative 2 and 1,425 fewer jobs and 3,234 fewer housing units than Alternative 3.

Duwamish (Area 7)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in Duwamish. Sidewalks, bicycle infrastructure, as well as improved transit corridors will be accessible from more jobs and housing units primarily because of growth as shown in Exhibit 5-77.

Exhibit 5-77. Access to Network Elements in Duwamish under Alternative 1

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044 (with Comprehensive Plan No Action)	Housing Unit Growth 2024-2044 (with Comprehensive Plan Alt 5)	Job Growth 2024-2044 (compared to Comprehensive Plan No Action)	Job Growth 2 (with Comprehensive Plan Alt 5)2024-2044
Pedestrian Network (Within 300-foot of sidewalks)	2,881 housing units	45,955 jobs	1,153 housing units	2,984 housing units	8,162 jobs	7,424 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	3,495 housing units	31,373 jobs	850 housing units	2,220 housing units	6,957 jobs	6,750 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	1,679 housing units	26,353 jobs	433 housing units	1,085 housing units	4,571 jobs	4,476 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

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In Duwamish under Alternative 1, areas within 300 feet of sidewalks have existing 45,955 jobs and 2,881 existing housing units, 87 fewer jobs and 72 fewer housing units than Alternative 2, and 10,911 fewer jobs and 1,043 fewer housing units than Alternative 3. In Alternative 1 the areas within 300 feet of sidewalks are expected to see growth of 8,162 jobs and 2,984 housing units from 2024-2044, 73 fewer jobs and 117 fewer housing units than Alternative 2 and 2,071 fewer jobs and 264 fewer housing units than Alternative 3.

Under Alternative 1, areas within a ¼ mile of bicycle infrastructure in Duwamish include 31,373 jobs and 3,495 housing units according to 2020 estimates, 20,013 fewer jobs and 1,210 fewer housing units than Alternative 2, and 31,436 fewer jobs and 1,392 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 6,957 jobs and 2,220 housing units from 2024-2044. This is 4,516 fewer jobs and 1,091 fewer housing units than Alternative 2 and 5,812 fewer jobs and 1,221 fewer housing units than Alternative 3.

An estimated 26,353 existing jobs and 1,679 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations in Alternative 1, 852 fewer jobs and 45 fewer housing units than Alternative 2, and 29,022 fewer jobs and 1,624 fewer housing units than Alternative 3. In terms of potential growth from 2024-2044, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 4,571 jobs and 1,085 housing units in Alternative 1, 92 fewer jobs and 6 fewer housing units than Alternative 2 and 4,534 fewer jobs and 1,922 fewer housing units than Alternative 3.

SE Seattle (Area 8)

Alternative 1 includes only those elements of the pedestrian, bike and transit network that currently exist or have committed funding in SE Seattle. Sidewalks, bicycle infrastructure, as well as improved transit corridors will be accessible from more jobs and housing units primarily because of growth as shown in Exhibit 5-78.

Exhibit 5-78. Access to Network Elements in Southeast Seattle under Alternative 1

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044 (with Comprehensive Plan No Action)	Housing Unit Growth 2024-2044 (with Comprehensive Plan Alt 5)	Job Growth 2024-2044 (compared to Comprehensive Plan No Action)	Job Growth 2 (with Comprehensive Plan Alt 5) 2024-2044
Pedestrian Network (Within 300-foot of sidewalks)	31,125 housing units	77,076 jobs	6,403 housing units	11,983 housing units	7,444 jobs	7,332 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	27,869 housing units	79,392 jobs	5,817 housing units	11,163 housing units	6,442 jobs	6,516 jobs

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Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	21,636 housing units	13,059 jobs	5,200 housing units	9,187 housing units	5,871 jobs	6,040 jobs
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Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In SE Seattle under Alternative 1, areas within 300 feet of sidewalks have 77,076 existing jobs and 31,125 existing housing units, 388 fewer jobs and 418 fewer housing units than Alternative 2, and 770 fewer jobs and 1,977 fewer housing units than Alternative 3. In Alternative 1, areas within 300 feet of sidewalks are expected to see growth of 7,332 jobs and 11,983 housing units by 2044, 114 fewer jobs and 307 fewer housing units than Alternative 2 and 235 fewer jobs and 666 fewer housing units than Alternative 3.

Under Alternative 1, areas within a ¼ mile of bicycle infrastructure in SE Seattle include 79,392 jobs and 27,869 housing units in Alternative 1 according to 2020 estimates, 1,496 fewer jobs and 1,942 fewer housing units than Alternative 2, and 3,211 fewer jobs and 6,093 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 6,516 jobs and 11,163 housing units from 2024-2044. This is 770 fewer jobs and 732 fewer housing units than Alternative 2 and 1,211 fewer jobs and 1,871 fewer housing units than Alternative 3.

An estimated 13,059 existing jobs and 21,636 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations in Alternative 1, 68,162 fewer jobs and 5,104 fewer housing units than Alternative 2, and 68,638 fewer jobs and 7,780 fewer housing units than Alternative 3. In Alternative 1, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 6,040 jobs and 9,187 housing units from 2024-2044, 831 fewer jobs and 1,487 fewer housing units than Alternative 2 and 1,271 fewer jobs and 2,337 fewer housing units than Alternative 3.

Impacts of Alternative 2: Moderate Pace

Subarea Impacts

NW Seattle (Area 1)

Alternative 2 would expand access to the pedestrian, bicycle and transit in NW Seattle, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-79.

Exhibit 5-79. Access to Network Elements in NW Seattle under Alternative 2

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	68,515 housing units	33,255 jobs	20,286 housing units	12,207 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	52,764 housing units	31,519 jobs	16,263 housing units	10,690 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	46,959 housing units	27,675 jobs	15,060 housing units	10,123 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In NW Seattle under Alternative 2, areas within 300 feet of sidewalks have 33,255 existing jobs and 68,515 existing housing units, 104 more jobs and 1,399 more housing units than Alternative 1, and 1,216 fewer jobs and 4,058 fewer housing units than Alternative 3. In Alternative 2, areas within 300 feet of sidewalks are expected to see growth of 12,207 jobs and 20,286 housing units from 2024-2044, 1,473 more jobs and 7,098 more housing units than Alternative 1, and 326 fewer jobs and 850 fewer housing units than Alternative 3. Under Alternative 2, areas within a ¼ mile of bicycle infrastructure in NW Seattle include 31,519 jobs and 52,764 housing units, 858 more jobs and 2,072 more housing units than Alternative 1, and 5,002 fewer jobs and 20,514 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 10,690 jobs and 16,263 housing from 2024-2044. This is 1,098 more jobs and 4,432 more housing units than Alternative 1, and 2,202 fewer jobs and 5,079 fewer housing units than Alternative 3.

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An estimated 27,675 existing jobs and 46,959 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 2, 6,328 more jobs and 13,173 more housing units than Alternative 1, and 7,084 fewer jobs and 17,662 fewer housing units than Alternative 3. In Alternative 2, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 10,123 jobs and 15,060 housing units from 2024-2044, 3,319 more jobs and 6,679 more housing units than Alternative 1 and 1,946 fewer jobs and 4,060 fewer housing units than Alternative 3.

NE Seattle (Area 2)

Alternative 2 would expand access to the pedestrian, bicycle and transit in NE Seattle, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-80.

Exhibit 5-80. Access to Network Elements in NE Seattle under Alternative 2

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024- 2044	Job Growth 2024- 2044
Pedestrian Network (Within 300-feet of sidewalks)	50,954 housing units	57,698 jobs	18,049 housing units	10,581 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	49,270 housing units	62,029 jobs	18,778 housing units	11,692 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	30,661 housing units	55,517 jobs	12,490 housing units	8,898 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In NE Seattle under Alternative 2, areas within 300 feet of sidewalks have 57,698 jobs and 50,954 housing units existing, 113 more jobs and 1,071 more housing units than Alternative 1, and 2,345 fewer jobs and 6,541 fewer housing units than Alternative 3. In Alternative 2, areas within 300 feet of sidewalks are expected to see growth of 10,581 jobs and 18,049 housing units by 2044, 1,378 more jobs and 8,622 more housing units than Alternative 1, and 301 fewer jobs and 1,015 fewer housing units than Alternative 3. Under Alternative 2, areas within a ¼ mile of bicycle infrastructure in NE Seattle include 62,029 jobs and 49,270 housing units, 1,816 more jobs and 4,964 more housing units than Alternative 1, and 4,617 fewer jobs and 9,299 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected

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to see growth of 11,692 jobs and 18,778 housing units from 2024-2044. This is 1,957 more jobs and 8,829 more housing units than Alternative 1, and 762 fewer jobs and 1,840 fewer housing units than Alternative 3. An estimated 55,517 existing jobs and 30,661 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 2, 14,368 more jobs and 8,166 more housing units than Alternative 1, and 8,065 fewer jobs and 23,392 fewer housing units than Alternative 3. In Alternative 2, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 8,898 jobs and 12,490 housing units from 2024-2044, 3,042 more jobs and 5,705 more housing units than Alternative 1 and 2,977 fewer jobs and 7,003 fewer housing units than Alternative 3.

Queen Anne/Magnolia (Area 3)

Alternative 2 would expand access to the pedestrian, bicycle and transit in Queen Anne/Magnolia, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-81.

Exhibit 5-81. Access to Network Elements in Queen Anne/Magnolia under Alternative 2

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024- 2044	Job Growth 2024- 2044
Pedestrian Network (Within 300-feet of sidewalks)	36,485 housing units	45,100 jobs	8,763 housing units	9,479 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	21,926 housing units	39,950 jobs	6,317 housing units	10,158 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	21,813 housing units	39,932 jobs	5,925 housing units	8,252 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Queen Anne/Magnolia under Alternative 2, areas within 300 feet of sidewalks have 45,100 existing jobs and 36,485 existing housing units, the same number of jobs and 26 more housing units than Alternative 1, and 2,423 fewer jobs and 605 fewer housing units than Alternative 3. In Alternative 2, areas within 300 feet of sidewalks are expected to see growth of 9,479 jobs and 8,763 housing from 2024-2044, 1,038 more jobs and 3,225 more housing units than Alternative 1, and 467 fewer jobs and 153 fewer housing units than Alternative 3.

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Under Alternative 2, areas within a ¼ mile of bicycle infrastructure in Queen Anne/Magnolia include 39,950 jobs and 21,926 housing units, 219 more jobs and 1,717 more housing units than Alternative 1, and 8,985 fewer jobs and 16,159 fewer housing units than Alternative 3. In Alternative 2, areas within a ¼ mile of bicycle infrastructure are expected to see growth of 10,158 jobs and 6,317 housing from 2024-2044. This is 1,115 more jobs and 1,758 more housing units than Alternative 1, and 1,411 fewer jobs and 2,686 fewer housing units than Alternative 3.

An estimated 39,932 existing jobs and 21,813 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 2, 3,848 more jobs and 3,724 more housing units than Alternative 1, and 4,716 fewer jobs and 7,370 fewer housing units than Alternative 3. In Alternative 2, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 8,252 jobs and 5,925 housing units from 2024-2044, 2,020 more jobs and 1,714 more housing units than Alternative 1 and 758 fewer jobs and 830 fewer housing units than Alternative 3.

Downtown/Lake Union (Area 4)

Alternative 2 would expand access to the pedestrian, bicycle and transit in Downtown/Lake Union, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching larger areas, but fewer jobs compared to Alternative 1 as shown in Exhibit 5-82. This is a result of the comprehensive plan alternative used for analysis (Alternative 5) which results in more growth in many subareas, but fewer jobs in Downtown/Lake Union compared to Alternative 1.

Exhibit 5-82. Access to Network Elements in Downtown/Lake Union under Alternative 2

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	36,854 housing units	231,128 jobs	19,034 housing units	84,233 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	37,534 housing units	231,128 jobs	19,418 housing units	86,002 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	37,445 housing units	229,718 jobs	19,361 housing units	85,751 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

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In Downtown/Lake Union under Alternative 2, the areas within 300 feet of sidewalks have 231,128 existing jobs and 36,854 existing housing units, 217 more jobs and 100 more housing units than Alternative 1, and the same number of jobs and housing units as Alternative 3. In Alternative 2, areas within 300 feet of sidewalks are expected to see growth of 84,233 jobs and 19,034 housing units from 2024-2044, 4,107 fewer jobs and 172 more housing units than Alternative 1, and the same number of jobs and housing units as Alternative 3. Under Alternative 2, areas within a ¼ mile of bicycle infrastructure in Downtown/Lake Union include 231,128 jobs and 37,534 housing units, 3,484 more jobs and 1,724 more housing units than Alternative 1, and the same number of jobs and housing units as Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 86,002 jobs and 19,418 housing units from 2024-2044. This is 4,079 fewer jobs and 910 more housing units than Alternative 1, and the same number of jobs and housing units as Alternative 3. An estimated 229,718 existing jobs and 37,445 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 2, the same number of jobs and 265 more housing units than Alternative 1, and 1,410 fewer jobs and 57 fewer housing units than Alternative 3. In Alternative 2, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 85,751 jobs and 19,361 housing units from 2024-2044, 3,644 fewer jobs and 280 more housing units than Alternative 1 and 196 fewer jobs and 45 fewer housing units than Alternative 3.

In Downtown/Lake Union there are 1.84 lane miles of city roadways where transit lanes would be considered as part of Alternative 2. These include 1st Ave between Stewart St and Yesler Way, 3rd Ave between Battery St and Virginia St, and Lenora St between 4th Ave and 8th Ave.

Capitol Hill/Central District (Area 5)

Alternative 2 would expand access to the pedestrian, bicycle and transit in Capitol Hill/Central District, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching larger areas, but fewer jobs compared to Alternative 1 as shown in Exhibit 5-83. This is a result of the comprehensive plan alternative used for analysis (Alternative 5) which results in more growth in many subareas, but fewer jobs in Capitol Hill/Central District compared to Alternative 1.

Exhibit 5-83. Access to Network Elements in Capitol Hill/Central District under Alternative 2

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024- 2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	57,014 housing units	67,399 jobs	16,602 housing units	5,475 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	53,075 housing units	62,053 jobs	15,206 housing units	5,059 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½	49,458 housing units	60,739 jobs	14,333 housing units	4,817 jobs

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mile of light rail
stations and
community & mobility
hubs)

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Capitol Hill/Central District under Alternative 2, the areas within 300 feet of sidewalks have 67,399 existing jobs and 57,014 existing housing units, the same number of jobs and 28 more housing units than Alternative 1, and 43 fewer jobs and 352 fewer housing units than Alternative 3. In Alternative 2, areas within 300 feet of sidewalks are expected to see growth of 5,475 jobs and 16,602 housing units from 2024-2044, 149 fewer jobs and 3,321 more housing units than Alternative 1, and 28 fewer jobs and 101 fewer housing units than Alternative 3.

Under Alternative 2, areas within a ¼ mile of bicycle infrastructure in Capitol Hill/Central District include 62,053 jobs and 53,075 housing units in Alternative 2, 254 more jobs and 566 more housing units than Alternative 1, and 5,476 fewer jobs and 5,398 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 5,059 jobs and 15,206 housing units from 2024-2044. This is 206 fewer jobs and 2,270 more housing units than Alternative 1, and 522 fewer jobs and 1,723 fewer housing units than Alternative 3.

An estimated 60,739 existing jobs and 49,458 would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 2, 4,172 more jobs and 11,825 more housing units than Alternative 1, and 5,295 fewer jobs and 5,016 fewer housing units than Alternative 3. In Alternative 2, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 4,817 jobs and 14,333 housing units from 2024-2044, 1,105 more jobs and 4,500 more housing units than Alternative 1, and 472 fewer jobs and 1,824 fewer housing units than Alternative 3.

W Seattle (Area 6)

Alternative 2 would expand access to the pedestrian, bicycle and transit in W Seattle, with the sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-84.

Exhibit 5-84. Access to Network Elements in W Seattle under Alternative 2

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	37,362 housing units	15,206 jobs	12,808 housing units	6,152 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	29,243 housing units	13,076 jobs	11,052 housing units	5,668 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	19,184 housing units	10,171 jobs	8,455 housing units	4,208 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In W Seattle under Alternative 2, the areas within 300 feet of sidewalks have 15,206 existing jobs and 37,362 existing housing units, 25 more jobs and 424 more housing units than Alternative 1, and 406 fewer jobs and 2,854 fewer housing units than Alternative 3. In Alternative 2 the areas within 300 feet of sidewalks are expected to see growth of 6,152 jobs and 12,808 housing units from 2024-2044, 1,079 more jobs and 6,506 more housing units than Alternative 1, and 344 fewer jobs and 672 fewer housing units than Alternative 3.

Under Alternative 2, areas within a ¼ mile of bicycle infrastructure in W Seattle include 13,076 jobs and 29,243 housing units, 3,352 more jobs and 4,322 more housing units than Alternative 1, and 4,295 fewer jobs and 13,930 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 5,668 jobs and 11,052 housing units from 2024-2044. This is 2,161 more jobs and 6,804 more housing units than Alternative 1, and 1,348 fewer jobs and 3,301 fewer housing units than Alternative 3.

An estimated 10,171 existing jobs and 19,184 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 2, 26 more jobs and 1,047 more housing units than Alternative 1, and 3,316 fewer jobs and 10,648 fewer housing units than Alternative 3. In Alternative 2, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 4,208 jobs and 8,455

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housing units from 2024-2044, 911 more jobs and 3,768 more housing units than Alternative 1 and 1,278 fewer jobs and 2,774 fewer housing units than Alternative 3.

Duwamish (Area 7)

Alternative 2 would expand access to the pedestrian, bicycle and transit in Duwamish, although fewer so than other subareas of the city because of larger block patterns, industrial uses and robust existing transit options. Still the network would reach more jobs and housing units in the subarea as shown in Exhibit 5-85.

Exhibit 5-85. Access to Network Elements in Duwamish under Alternative 2

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	2,953 housing units	46,042 jobs	3,101 housing units	8,235 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	4,705 housing units	51,386 jobs	3,311 housing units	11,473 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	1,724 housing units	27,205 jobs	1,091 housing units	4,663 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Duwamish under Alternative 2, the areas within 300 feet of sidewalks have 46,042 existing jobs and 2,953 existing housing units, 87 more jobs and 72 more housing units than Alternative 1, and 10,824 fewer jobs and 971 fewer housing units than Alternative 3. In Alternative 2 the areas within 300 feet of sidewalks are expected to see growth of 8,265 jobs and 3,101 housing from 2024-2044, 811 more jobs and 1,948 more housing units than Alternative 1, and 1,998 fewer jobs and 147 fewer housing units than Alternative 3.

Under Alternative 2, areas within a ¼ mile of bicycle infrastructure in Duwamish include 51,386 jobs and 4,705 housing units, 20,013 more jobs and 1,210 more housing units than Alternative 1, and 11,423 fewer jobs and 182 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 11,473 jobs and 3,311 housing units by 2044. This is 4,723 more jobs and 2,461 more housing units than Alternative 1, and 1,297 fewer jobs and 130 fewer housing units than Alternative 3.

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An estimated 27,205 existing jobs and 1,724 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 2, 852 more jobs and 45 more housing units than Alternative 1, and 28,170 fewer jobs and 1,579 fewer housing units than Alternative 3. In Alternative 2, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 4,663 jobs and 1,091 housing units from 2024-2044, 187 more jobs and 658 more housing units than Alternative 1 and 4,442 fewer jobs and 1,916 fewer housing units than Alternative 3.

In Duwamish, there are 1.84 lane miles city roadways where transit lanes would be considered as part of Alternative 2. Streets where these policies would guide decisions on whether space could be reprioritized include SR 509 between Highland Park Way and S Trenton, 4th Ave between S Royal Brougham Way and S Spokane St, and 1st Ave between S Dearborn St and S Royal Brougham Way.

SE Seattle (Area 8)

Alternative 2 would expand access to the pedestrian, bicycle and transit in SE Seattle, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-86.

Exhibit 5-86. Access to Network Elements in SE Seattle under Alternative 2

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	31,543 housing units	77,464 jobs	12,290 housing units	7,446 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	29,811 housing units	80,888 jobs	11,895 housing units	7,286 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	26,740 housing units	81,221 jobs	10,674 housing units	6,871 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In SE Seattle under Alternative 2, the areas within 300 feet of sidewalks have 77,646 existing jobs and 31,543 existing housing units, 388 more jobs and 418 more housing units than Alternative 1, and 382 fewer jobs and 1,559 fewer housing units than Alternative 3. In Alternative 2, the areas within 300 feet of sidewalks are

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expected to see growth of 7,446 jobs and 12,290 housing units from 2024-2044, 2 more jobs and 5,887 more housing units than Alternative 1, and 121 fewer jobs and 359 fewer housing units than Alternative 3. Under Alternative 2, areas within a ¼ mile of bicycle infrastructure in SE Seattle include 80,888 jobs and 29,811 housing units, 1,496 more jobs and 1,942 more housing units than Alternative 1, and 1,715 fewer jobs and 4,151 fewer housing units than Alternative 3. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 7,286 jobs and 11,895 housing units from 2024-2044. This is 844 more jobs and 6,079 more housing units than Alternative 1, and 441 fewer jobs and 1,138 fewer housing units than Alternative 3. An estimated 81,221 existing jobs and 26,70 existing housing units in SE Seattle would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 2, 68,162 more jobs and 5,104 more housing units than Alternative 1, and 476 fewer jobs and 2,676 fewer housing units than Alternative 3. In Alternative 2 areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 6,871 jobs and 10,674 housing units from 2024-2044, 1,000 more jobs and 5,473 more housing units than Alternative 1 and 440 fewer jobs and 851 fewer housing units than Alternative 3.

Impacts of Alternative 3: Rapid Progress

Subarea Impacts

NW Seattle (Area 1)

Alternative 3 would expand access to the pedestrian, bicycle, and transit in NW Seattle more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-87.

Exhibit 5-87. Access to Network Elements in NW Seattle under Alternative 3

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	72,573 housing units	34,471 jobs	21,136 housing units	12,533 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	73,278 housing units	36,521 jobs	21,341 housing units	12,892 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	64,621 housing units	34,759 jobs	19,119 housing units	12,069 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

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In NW Seattle under Alternative 3, the areas within 300 feet of sidewalks have 34,471 existing jobs and 72,573 existing housing units, 1,320 more jobs and 5,457 more housing units than Alternative 1 and 1,216 more jobs and 4,058 more housing units than Alternative 2. In Alternative 3, areas within 300 feet of sidewalks are expected to see growth of 12,533 jobs and 21,136 housing units from 2024-2044, 1,799 more jobs and 7,948 more housing units than Alternative 1, and 326 more jobs and 850 more housing units than Alternative 2.

Under Alternative 3, areas within a ¼ mile of bicycle infrastructure in NW Seattle include 36,521 jobs and 73,278 housing units, 5,860 more jobs and 22,586 more housing units than Alternative 1, and 5,002 more jobs and 20,514 more housing units than Alternative 2. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 12,892 jobs and 21,341 housing units from 2024-2044. This is 3,300 more jobs and 9,511 more housing units than Alternative 1, and 2,202 more jobs and 5,079 more housing units than Alternative 2.

An estimated 34,759 existing jobs and 64,621 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 3, 13,412 more jobs and 30,835 more housing units than Alternative 1, and 7,084 more jobs and 17,662 more housing units than Alternative 2. In Alternative 3, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 12,069 jobs and 19,119 housing units from 2024-2044, 5,265 more jobs and 10,738 more housing units than Alternative 1 and 1,946 more jobs and 4,060 more housing units than Alternative 2.

NE Seattle (Area 2)

Alternative 3 would expand access to the pedestrian, bicycle and transit in NE Seattle more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-88.

Exhibit 5-88. Access to Network Elements in NE Seattle under Alternative 3

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	57,495 housing units	60,043 jobs	19,064 housing units	10,882 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	58,569 housing units	66,646 jobs	20,618 housing units	12,453 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	54,053 housing units	63,582 jobs	19,493 housing units	11,876 jobs

Source: Kimley-Horn, 2023

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Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In NE Seattle under Alternative 3, the areas within 300 feet of sidewalks have 60,043 existing jobs and 57,495 existing housing units, 2,458 more jobs and 7,612 more housing units than Alternative 1 and 2,345 more jobs and 6,541 more housing units than Alternative 2. In Alternative 3 the areas within 300 feet of sidewalks are expected to see growth of 10,882 jobs and 19,064 housing units from 2024-2044, 1,679 more jobs and 9,637 more housing units than Alternative 1, and 301 more jobs and 1,015 more housing units than Alternative 2. Under Alternative 3, areas within a ¼ mile of bicycle infrastructure in NE Seattle include 66,646 jobs and 58,569 housing units, 6,433 more jobs and 14,263 more housing units than Alternative 1, and 4,617 more jobs and 9,299 more housing units than Alternative 2. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 12,453 jobs and 20,618 housing units from 2024-2044. This is 2,719 more jobs and 10,669 more housing units than Alternative 1, and 762 more jobs and 1,840 more housing units than Alternative 2.

An estimated 63,582 existing jobs and 54,053 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 3, 22,433 more jobs and 31,558 more housing units than Alternative 1, and 8,065 more jobs and 23,392 more housing units than Alternative 2. In Alternative 3, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 11,876 jobs and 19,493 housing units from 2024-2044, 6,019 more jobs and 12,707 more housing units than Alternative 1 and 2,977 more jobs and 7,003 more housing units than Alternative 2.

In NE Seattle under Alternative 3 there are a total of 9.6 lane miles on city roadways where transit lanes would be considered. These include Lake City Way between NE 75th St and NE 113th St, 15th Ave NE between NE 125th St and NE 145th St, Northgate Way between Meridian Ave N and 14th Ave NE, 5th Ave NE between NE 102nd St and NE 115th St, and NE 145th between 5th Ave NE and Lake City Way.

Queen Anne/Magnolia (Area 3)

Alternative 3 would expand access to the pedestrian, bicycle and transit in Queen Anne/Magnolia more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-89.

Exhibit 5-89. Access to Network Elements in Queen Anne/Magnolia under Alternative 3

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	37,090 housing units	47,523 jobs	8,916 housing units	9,946 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	38,085 housing units	48,935 jobs	9,003 housing units	11,568 jobs

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Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	29,183 housing units	44,648 jobs	6,754 housing units	9,009 jobs
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Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Queen Anne/Magnolia under Alternative 3, the areas within 300 feet of sidewalks have 47,523 existing jobs and 37,090 existing housing units, 2,423 more jobs and 631 more housing units than Alternative 1 and 2,423 more jobs and 605 more housing units than Alternative 2. Alternative 3 the areas within 300 feet of sidewalks are expected to see growth of 9,946 jobs and 8,916 housing units by 2044, 1,505 more jobs and 3,378 more housing units than Alternative 1, and 467 more jobs and 153 more housing units than Alternative 2.

Under Alternative 3, areas within a ¼ mile of bicycle infrastructure in Queen Anne/Magnolia include 48,935 jobs and 38,085 housing units, 9,204 more jobs and 17,876 more housing units than Alternative 1, and 8,985 more jobs and 16,159 more housing units than Alternative 2. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 11,568 jobs and 9,003 housing units from 2023- 2044. This is 2,525 more jobs and 4,444 more housing units than Alternative 1, and 1,411 more jobs and 2,686 more housing units than Alternative 2.

An estimated 44,648 existing jobs and 29,183 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 3, 8,564 more jobs and 11,094 more housing units than Alternative 1, and 4,716 more jobs and 7,370 more housing units than Alternative 2. In Alternative 3, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 9,009 jobs and 6,754 housing units from 2024-2044, 2,778 more jobs and 2,543 more housing units than Alternative 1 and 758 more jobs and 830 more housing units than Alternative 2.

Downtown/Lake Union (Area 4)

Alternative 3 would expand access to the pedestrian, bicycle and transit in Downtown/Lake Union, with sidewalks, bicycle infrastructure, as well as bus and light rail transit reaching larger areas, but fewer jobs compared to Alternative 1 as shown in Exhibit 5-90. This is a result of the comprehensive plan alternative used for analysis (Alternative 5) which results in more growth in many subareas, but fewer jobs in Downtown/Lake Union compared to Alternative 1.

Exhibit 5-90. Access to Network Elements in Downtown/Lake Union under Alternative 3

Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
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Pedestrian Network (Within 300-feet of sidewalks)	36,854 housing units	231,128 jobs	19,034 housing units	84,233 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	37,534 housing units	231,128 jobs	19,418 housing units	86,002 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	37,502 housing units	231,128 jobs	19,405 housing units	85,947 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Downtown/Lake Union under Alternative 3, the areas within 300 feet of sidewalks have 231,128 existing jobs and 36,854 existing housing units, 217 more jobs and 100 more housing units than Alternative 1 and the same number of jobs and housing units as Alternative 2. In Alternative 3 the areas within 300 feet of sidewalks are expected to see growth of 84,233 jobs and 19,034 housing units from 2024-2044, 4,107 fewer jobs and 172 more housing units than Alternative 1, and the same number of jobs and housing units as Alternative 2.

Under Alternative 3, areas within a ¼ mile of bicycle infrastructure in Downtown/Lake Union include 231,128 jobs and 37,534 housing units, 3,484 more jobs and 1,724 more housing units than Alternative 1, and the same number of jobs and housing units as Alternative 2. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 86,002 jobs and 19,418 housing units from 2024-2044. This is 4,079 fewer jobs and 910 more housing units than Alternative 1, and the same number of jobs and housing units as Alternative 2. An estimated 231,128 existing jobs and 37,502 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 3, 1,410 more jobs and 322 more housing units than Alternative 1, and 1,410 more jobs and 57 more housing units than Alternative 2. In Alternative 3, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 85,947 jobs and 19,405 housing units from 2024-2044, 3,448 fewer jobs and 325 more housing units than Alternative 1 and 196 more jobs and 45 more housing units than Alternative 2.

In Downtown/Lake Union under Alternative 3 there are a total of 8.8 lane miles on city roadways where transit lanes would be considered. These include 1st Ave between Broad St and Yesler Way, 2nd Ave between Denny Way and Lenora St, 3rd Ave between Battery St and Virginia St, 4th Ave between Clay St and Pine St, 5th Ave between Denny Way and Marion St, S Jackson between 5th Ave S and 12th Ave S, and S Dearborn St between 5th Ave S and Rainier Ave S.

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Capitol Hill/Central District (Area 5)

Alternative 3 would expand access to the pedestrian, bicycle and transit in Capitol Hill/Central District more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-91.

Exhibit 5-91. Access to Network Elements in Capitol Hill/Central District under Alternative 3

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	57,366 housing units	67,442 jobs	16,703 housing units	5,503 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	58,473 housing units	67,529 jobs	16,929 housing units	5,581 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	54,474 housing units	66,034 jobs	16,157 housing units	5,289 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Capitol Hill/Central District under Alternative 3, the areas within 300 feet of sidewalks have 67,442 existing jobs and 57,366 existing housing units, 43 more jobs and 380 more housing units than Alternative 1 and 43 more jobs and 352 more housing units than Alternative 2. In Alternative 3, areas within 300 feet of sidewalks are expected to see growth of 5,503 jobs and 16,703 housing units by 2044, 120 fewer jobs and 3,422 more housing units than Alternative 1, and 28 more jobs and 101 more housing units than Alternative 2.

Under Alternative 3, areas within a ¼ mile of bicycle infrastructure in Central District/Capitol Hill include 67,529 jobs and 58,473 housing units, 5,730 more jobs and 5,964 more housing units than Alternative 1, and 5,476 more jobs and 5,398 more housing units than Alternative 2. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 5,581 jobs and 16,929 housing units from 2024-2044. This is 315 more jobs and 3,993 more housing units than Alternative 1, and 522 more jobs and 1,723 more housing units than Alternative 2.

An estimated 66,034 existing jobs and 54,474 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 3, 9,467 more jobs and 16,841 more housing units than Alternative 1, and 5,295 more jobs and 5,016 more housing

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units than Alternative 2. In Alternative 3, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 5,289 jobs and 16,157 housing units from 2024-2044 1,577 more jobs and 6,324 more housing units than Alternative 1 and 472 more jobs and 1,824 more housing units than Alternative 2.

W Seattle (Area 6)

Alternative 3 would expand access to the pedestrian, bicycle and transit in W Seattle more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-92.

Exhibit 5-92. Access to Network Elements in W Seattle under Alternative 3

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	40,216 housing units	15,612 jobs	13,479 housing units	6,496 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	43,173 housing units	17,371 jobs	14,353 housing units	7,016 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	29,832 housing units	13,487 jobs	11,228 housing units	5,487 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In West Seattle under Alternative 3, the areas within 300 feet of sidewalks have 15,612 existing jobs and 40,216 existing housing units, 431 more jobs and 3,278 more housing units than Alternative 1 and 406 more jobs and 2,854 more housing units than Alternative 2. In Alternative 3, areas within 300 feet of sidewalks are expected to see growth of 6,496 jobs and 13,479 housing units by 2044, 1,423 jobs and 7,178 more housing units than Alternative 1, and 344 more jobs and 672 more housing units than Alternative 2.

Under Alternative 3, areas within a ¼ mile of bicycle infrastructure in W Seattle include 17,371 jobs and 43,173 housing units, 7,647 more jobs and 18,252 more housing units than Alternative 1, and 4,295 more jobs and 13,930 more housing units than Alternative 2. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 7,016 jobs and 14,353 housing units from 2024-2044. This is 3,510 more jobs and 10,105 more housing units than Alternative 1, and 1,348 more jobs and 3,301 more housing units than Alternative 2.

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An estimated 13,487 existing jobs and 29,832 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 3, 3,342 more jobs and 11,695 more housing units than Alternative 1, and 3,316 more jobs and 10,648 more housing units than Alternative 2. In Alternative 3, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 5,487 jobs and 11,228 housing units from 2024-2044, 2,189 more jobs and 6,542 more housing units than Alternative 1 and 1,278 more jobs and 2,774 more housing units than Alternative 2.

Duwamish (Area 7)

Alternative 3 would expand access to the pedestrian, bicycle and transit in Duwamish more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-93.

Exhibit 5-93. Access to Network Elements in Duwamish under Alternative 3

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	3,924 housing units	56,866 jobs	3,248 housing units	10,233 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	4,887 housing units	62,809 jobs	3,441 housing units	12,769 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	3,303 housing units	55,375 jobs	3,007 housing units	9,105 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In Duwamish under Alternative 3, the areas within 300 feet of sidewalks have 56,866 existing jobs and 3,924 existing housing units, 10,911 more jobs and 1,043 more housing units than Alternative 1 and 10,824 more jobs and 971 more housing units than Alternative 2. In Alternative 3, areas within 300 feet of sidewalks are expected to see growth of 10,233 jobs and 3,248 housing units from 2024-2044, 2,809 more jobs and 2,095 more housing units than Alternative 1, and 1,998 more jobs and 147 more housing units than Alternative 2. Under Alternative 3, areas within a ¼ mile of bicycle infrastructure in Duwamish include 62,809 jobs and 4,887 housing units, 31,436 more jobs and 1,392 more housing units than Alternative 1, and 11,423 more jobs and 182 more housing units than Alternative 2. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 12,769 jobs and 3,441 housing units from 2024-2044. This is 6,020 more jobs and

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2,591 more housing units than Alternative 1, and 1,297 more jobs and 130 more housing units than Alternative 2.

An estimated 55,375 existing jobs and 3,303 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 3, 29,022 more jobs and 1,624 more housing units than Alternative 1, and 28,170 more jobs and 1,579 more housing units than Alternative 2. In Alternative 3, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 9,105 jobs and 3,007 housing units from 2024-2044, 4,628 more jobs and 2,574 more housing units than Alternative 1 and 4,442 more jobs and 1,916 more housing units than Alternative 2.

In Duwamish under Alternative 3 there are a total of 19 lane miles on city roadways where transit lanes would be considered. Streets with potential reprioritization include SR 99 between S Royal Brougham Way and W Marginal Way S, almost all of 1st Ave between S Royal Brougham Way and SR 99, 4th Ave S between Royal Brougham Way S and E Marginal Way S, most of Airport Way S between S Charles St and S Spokane St, and E Marginal Way S between 1st Ave S and 16th Ave S.

SE Seattle (Area 8)

Alternative 3 would expand access to the pedestrian, bicycle and transit in SE Seattle more than any of the other alternatives with the most extensive new sidewalks, bicycle infrastructure, and frequent and reliable transit reaching more jobs and housing units in the subarea as shown in Exhibit 5-94.

Exhibit 5-94. Access to Network Elements in SE Seattle under Alternative 3

	Existing Housing Units	Existing Jobs	Housing Unit Growth 2024-2044	Job Growth 2024-2044
Pedestrian Network (Within 300-feet of sidewalks)	33,102 housing units	77,846 jobs	12,649 housing units	7,567 jobs
Bicycle Network (Within ¼ mile of bicycle facilities)	33,962 housing units	82,603 jobs	13,034 housing units	7,727 jobs
Transit Network (Within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs)	29,416 housing units	81,697 jobs	11,524 housing units	7,311 jobs

Source: Kimley-Horn, 2023

Note: Existing jobs and housing unit numbers are based on 2020 ACS 5-Year Estimates. 2024-2044 growth estimates for jobs and housing are based on the City of Seattle comprehensive plan.

In SE Seattle under Alternative 3, the areas within 300 feet of sidewalks have 77,846 existing jobs and 33,102 existing housing units, 770 more jobs and 1,977 more housing units than Alternative 1 and 382 more jobs and 1,559 more housing units than Alternative 2. In Alternative 3, the areas within 300 feet of sidewalks are expected to see growth of 7,567 jobs and 12,649 housing units from 2024-2044, 123 more jobs and 6,246 more housing units than Alternative 1, and 121 more jobs and 359 more housing units than Alternative 2. Under Alternative 3, areas within a ¼ mile of bicycle infrastructure in SE Seattle include 82,603 jobs and 33,962 housing units, 3,211 more jobs and 6,093 more housing units than Alternative 1, and 1,715 more jobs and 4,151 more housing units than Alternative 2. Areas within a ¼ mile of bicycle infrastructure are expected to see growth of 7,727 jobs and 13,034 housing units from 2024-2044. This is 1,285 more jobs and 7,217 more housing units than Alternative 1, and 441 more jobs and 1,138 more housing units than Alternative 2. An estimated 81,697 existing jobs and 29,416 existing housing units would be within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs in Alternative 3, 68,638 more jobs and 7,780 more housing units than Alternative 1, and 476 more jobs and 2,676 more housing units than Alternative 2. In Alternative 3, areas within ¼ mile of improved transit corridors or within a ½ mile of light rail stations and community & mobility hubs are expected to see growth of 7,311 jobs and 11,524 housing units from 2024-2044, 1,440 more jobs and 6,324 more housing units than Alternative 1 and 440 more jobs and 851 more housing units than Alternative 2.