

SEPA Environmental Checklist

A. Background

1. Name of proposed project, if applicable:

~~2018-2023~~ Transportation Impact Fee-related Amendments to the Seattle Comprehensive Plan, *Seattle 2035*.

2. Name of applicant:

City of Seattle Legislative Department

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

Seattle City Council Central Staff

~~Attn: Ketil Freeman, AICP~~ Calvin Chow and Lish Whitson

P.O Box 34025

Seattle, WA 98124-4025

(206) 684-~~81788888~~

ketil.freeman@seattle.gov

lish.whitson@seattle.gov

calvin.chow@seattle.gov

4. Date checklist prepared:

~~October 21~~ February 7, 2018 ~~2023~~

5. Agency requesting checklist:

City of Seattle, this checklist has been prepared to satisfy the Amended Findings and Decision of the Seattle Hearing Examiner dated October 24, 2019.

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

Amendments to the Comprehensive Plan for ~~2018-2023~~ are scheduled to be adopted by the City Council ~~on December 17, 2018~~ by June 2023.

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

The proposed amendments provide the procedural basis for establishing a transportation impact fee program. The amendments are a necessary, but not sufficient, step to establish such a program under RCW 82.02.050. For a program to be fully established, the City must take future action to amend the municipal code to establish substantive and procedural standards for a program, including fees charged by land use. For future development of a fee schedule, estimates for growth in trips on the transportation network would be based on growth estimates for *Seattle 2035*.

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

A transportation impact fee program would include a project list informed by adopted modal plans and the growth strategy in the Comprehensive Plan. Those policy documents are informed by environmental review specific to each, including:

- City of Seattle Department of Construction and Inspections, [Final Environmental Impact Statement for the Seattle Comprehensive Plan Update](#), May 2016.
- City of Seattle Department of Construction and Inspections, [Draft Environmental Impact Statement for the Seattle Comprehensive Plan Update](#), May 2015.
- Seattle Department of Transportation, [Seattle Transit Master Plan, Determination of Non-significance](#), February 2012.
- Seattle Department of Transportation, [Seattle Bicycle Master Plan, Determination of Non-significance](#), December 2013.
- Seattle Department of Transportation, [Seattle Freight Master Plan, Determination of Non-significance](#), February 2016.
- Seattle Department of Transportation, [Seattle Pedestrian Master Plan, Determination of Non-significance](#), January 2017.
- [City of Seattle, Office of Planning and Community Development, Final Environmental Impact Statement for the Seattle Industrial & Maritime Strategy, September 2022](#)

[The Office of Planning and Community Development is preparing an environmental impact statement for major updates to the Comprehensive Plan. The Seattle Department of Transportation is also preparing an environmental impact statement for updates to, and consolidation of, the various modal plan. Those environmental review processes are ongoing and likely will not be complete until late in 2023 or 2024, after Council consideration of 2023 Comprehensive Plan amendments.](#)

Individual transportation projects that may be funded by an impact fee program would be subject to project-specific environmental review as appropriate.

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

None are pending.

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

None are needed. However, if the City implements an impact fee program, the City will need to adopt a fee schedule and regulatory program through separate legislation. That ~~could occur in~~ would be unlikely to occur ~~the~~ before the first fourth quarter of ~~2019~~ 2023.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The ~~2018-2023~~ amendments to *Seattle 2035* related to transportation impact fees are non-project in nature, primarily procedural, and will have citywide applicability. The proposed amendments would (1) amend the ~~Capital Facilities and~~ Transportation Elements of the Comprehensive Plan and related appendices to identify deficiencies in the transportation system associated with new development; ~~and~~ (2) incorporate a list of transportation infrastructure projects that would add capacity to help remedy system deficiencies; and (3) establish a policy of considering locational discounts for urban centers and villages and exemptions for low-income housing, early learning facilities and other activities with a public purpose for future rate-setting, if any.

Projects included in the list would be eligible for future investments with revenue from a transportation impact fee program. The amendments to *Seattle 2035* are a necessary, but not sufficient, step to establish an impact fee program under RCW 82.02.050.

The proposed amendments and related documents are available at:
<http://www.seattle.gov/council/issues>

A preliminary project list with project descriptions and maps showing most locations is ~~attached~~ contained in the January 2023, Seattle Impact Fee Study (Rate Study), prepared by Fehr and Peers (Attachment A). ~~and a map showing the location of some, but not all, of the projects on the list is also attached (Attachment B).~~ Draft Comprehensive Plan Amendment legislation with proposed policy language is shown in Attachment B.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

This is a non-project action. ~~The proposal would inform that could lead to~~ future implementation of an impact fee program that could apply in all areas of the city. The locations of major transportation projects, which could be partially funded by an impact fee program, are shown in ~~Attachment B~~ the attached Rate Study.

B. Environmental Elements

~~THIS IS A NON-PROJECT PROPOSAL WITH NO PARTICULAR DEVELOPMENT SITE. THIS SECTION IS LEFT BLANK PURSUANT TO WAC 197-11-315(1)(c). POTENTIAL IMPACTS ARE DISCUSSED AND DISCLOSED IN SECTION D.~~**

1. Earth

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

Flat Rolling Hilly Steep Slopes Mountainous
 Other: (identify)

The geographic area affected by this proposed non-project action includes areas of the City of Seattle, Washington where transportation improvements may be needed to accommodate future residential and employment growth. The topography includes all types of terrain, from flat land to steep slopes. Most of this area has been substantially graded, developed, or otherwise disturbed.

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

Slopes in Seattle range from 0% to greater than 40%. The steepest slopes occur

primarily on the sides of the major hills in the city, including Queen Anne Hill, Capitol Hill, West Seattle, and Magnolia.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Seattle has numerous soil types, including mineral soils dominated by clay, silt, or sand, as well as organic soils such as peats and mucks (see, for example, <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>). No agricultural soils or prime farmland are located within the Seattle corporate limits. As a densely urbanized area, much of Seattle's native soils have been extensively altered by filling, grading, and other activity.

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

The Seattle area is known to be in an active seismic area, as is the entire Puget Sound region. The City's geologically hazardous areas are defined by SDCI as environmentally critical areas (ECA) (http://gisrevprxy.seattle.gov/wab_ext/DSOResearch_Ext/). Unstable soils and surfaces occur primarily in two contexts within the affected geographic area. The first context includes steep slopes and landslide-prone areas, where a combination of shallow groundwater and glacial sediments deposited in layers with variable permeability increases the risk of landslides. The second context includes areas of fill or alluvial soils where loose, less cohesive soil materials below the water table may lead to the potential for liquefaction during earthquakes.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The proposed non-project action does not include any construction or development that would require filling or grading. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review as appropriate.

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

The proposed non-project action does not include any construction, development, or use that would cause erosion. Future, specific rights-of-way improvement proposals subject to the provisions of this proposal may involve clearing, construction, or uses that cause erosion. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review as appropriate.

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

The proposed non-project action does not include any construction or development that would convert pervious to impervious surfaces or create new impervious surfaces. The proposal covers areas within the Seattle corporate limits where transportation improvements may be needed to accommodate future residential and employment growth. These are highly urbanized area with a comparatively high percentage of impervious surfaces. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project specific environmental review as appropriate.

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

None proposed. The proposed non-project action does not involve construction activity, and contains no proposed measures related to reducing or controlling erosion or other impacts at any specific location.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

The proposed non-project action does not include any construction or development that would directly produce emissions. As such, the proposal would not directly affect odors, greenhouse gas (GHG) emissions, or climate change. Potential emissions impacts of future, specific transportation improvement projects would be addressed through regulations and/or project specific environmental review as appropriate.

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

No. The proposed non-project action does not include any construction or development that would be affected by emissions or odors.

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

No measures are proposed.

3. Water

- a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)?

If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The proposed non-project action would affect watersheds and surface water bodies in the Seattle area. Most of this area is located within the Lake Washington/Cedar/Sammamish Watershed (Watershed Resource Inventory Area [WRIA] 8). The Duwamish Waterway and Elliott Bay, located in southwestern Seattle, are part of the Green/Duwamish and Central Puget Sound Watershed (WRIA 9). Seattle is characterized by a variety of surface water features, including marine areas, rivers, lakes, and creeks. Each type is briefly summarized below:

Marine: Seattle's west side is situated adjacent to Puget Sound, a major marine embayment.

Rivers: Portions of south Seattle drain to the lower reaches of the Duwamish River (also known as the Duwamish Waterway). The river receives flow from the South Park basin, Norfolk basin, Longfellow Creek, and other smaller urban creeks, and drains to Elliott Bay in south Puget Sound.

Lakes: Freshwater lakes and ponds, within or adjacent to the City, include the Lake Union/Ship Canal system, which links Lake Washington and Puget Sound through the Hiram Chittenden Locks. Other freshwater lakes include Green, Haller, and Bitter Lakes in the north portion of the City (also located in the Lake Union/Ship Canal drainage basin). Seattle also contains numerous small ponds and wetlands.

Creeks: Runoff from portions of Seattle's developed cityscape drains to creek systems of varying sizes. Major creeks in the western regions of the City drain directly to Puget Sound and include Pipers and Fauntleroy creeks. Longfellow Creek is a main creek in the southwest portion of the city that drains to the Duwamish River. Thornton Creek, Taylor Creek, and other smaller creeks drain runoff from the eastern portions of the City to Lake Washington.

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

The proposed non-project action does not include any construction or development that would require work over, in, or adjacent to the surface waters. Individual projects that may be subject to provisions of this proposal may be located over, in, or adjacent to these waters. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review as appropriate.

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

The proposed non-project action does not include any construction or development or any fill and dredge in or near surface waters or wetlands. Potential impacts of future, specific transportation improvement projects would be addressed through

regulations and/or project specific environmental review as appropriate.

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

Because this is a non-project action, there would be no construction or development that would withdraw or divert surface waters. Potential impacts of future, specific transportation improvement projects would be addressed through existing regulations and/or separate site-specific environmental review.

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

The proposed non-project action does not include any construction or development that would lie within a 100-year floodplain. Major streams and the Duwamish River have associated 100-year floodplains within the affected geographic area. Individual transportation improvement projects that may be subject to provisions of this proposal may be located over, in, or adjacent to these waters and their associated floodplains. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review as appropriate.

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

The proposed non-project action does not include any construction or development that would discharge waste material to surface waters. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review as appropriate.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes?

If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

The proposed non-project action does not include any construction or development that would withdraw groundwater. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

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

The proposed non-project action does not include any construction or development that would discharge waste material to ground waters. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

c. Water runoff (including stormwater):

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

The proposed non-project action does not include any construction or development that would generate runoff. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

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

No. The proposed non-project action does not include any construction or development that would generate waste materials that could enter ground or surface waters. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The proposed non-project action does not include any construction or development that would alter or otherwise affect drainage patterns. Potential impacts of future transportation projects that may be funded through a possible future transportation impact fee would be addressed through regulations and/or project-specific environmental review.

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

The proposed non-project action does not include any construction or development that would have impacts to surface, ground, runoff water, and drainage. No measures are proposed at this time. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project specific environmental review.

4. Plants

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

<input checked="" type="checkbox"/>	Deciduous trees:	<input checked="" type="checkbox"/> alder;	<input checked="" type="checkbox"/> maple;	<input checked="" type="checkbox"/> aspen;	<input checked="" type="checkbox"/> other: cottonwoods, willow,
<input checked="" type="checkbox"/>	Evergreen trees:	<input checked="" type="checkbox"/> fir	<input checked="" type="checkbox"/> cedar	<input checked="" type="checkbox"/> pine	<input checked="" type="checkbox"/> other: spruce, hemlock, cedar,
<input checked="" type="checkbox"/>	Shrubs				
<input checked="" type="checkbox"/>	Grass				
<input type="checkbox"/>	Pasture				
<input type="checkbox"/>	Crop or grain				
<input type="checkbox"/>	Orchards, vineyards, or other permanent				
<input checked="" type="checkbox"/>	Wet soil	<input checked="" type="checkbox"/> cattail;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> bulrush;	<input checked="" type="checkbox"/> skunk cabbage
<input checked="" type="checkbox"/>	plants:	<input checked="" type="checkbox"/> water	<input checked="" type="checkbox"/> eelgrass	<input checked="" type="checkbox"/> milfoi	<input type="checkbox"/> other:
<input checked="" type="checkbox"/>	Other types of vegetation:	Various other vascular, non-vascular, native, and non-native			

The geographic area affected by the proposed non-project action is all areas of Seattle where transportation improvements may be needed to accommodate future residential and employment growth. A wide variety of native and non-native plant species and associated vegetation are found in the Seattle area. Generally, the Puget Sound basin is home to a wide diversity of plant species that depend upon marine, estuarine, freshwater, and terrestrial environments. The Seattle area has a broad variety of vegetation, including upland forest (deciduous, coniferous, and mixed), shrublands, riparian forests, and wetlands. This flora includes species native to the region, as well as many non-native species. Seattle is a densely developed urban area having few remaining areas of native vegetation and high-quality habitat. These remaining fragments of quality native vegetation are found in parklands and open spaces. The plants found in most urban and suburban areas are those native and non-native species that tolerate or benefit from habitat degradation and disturbance.

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

The proposed non-project action does not include any construction or development that would remove or alter vegetation. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

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

The geographic area affected by the proposed non-project action is all areas of Seattle where transportation improvements may be needed to accommodate future growth. No federally-listed endangered or threatened plant species or State-listed sensitive plant species are known to occur within the municipal limits of this area. Most of the Seattle area has been intensively disturbed by development and redevelopment over the last 100 years. Seattle’s original vegetation has been extensively cleared, excavated, filled, paved, or occupied by streets and other built structures. There is no habitat for threatened or endangered plants.

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

The geographic area affected by the proposed non-project action is all areas of Seattle where transportation improvements may be needed to accommodate future residential and employment growth. No landscaping or other measures are proposed at this time. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project specific environmental review.

- e. List all noxious weeds and invasive species known to be on or near the site.

The geographic area affected by the proposed non-project action is all areas of Seattle where transportation improvements may be required to accommodate future residential and employment growth. Many species of noxious and invasive species are found within King County and the City of Seattle. See, for example, the noxious weed lists of the King County Noxious Weed Board (<http://www.kingcounty.gov/services/environment/animals-and-plants/noxious-weeds/laws/list.aspx>).

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

The geographic area affected by the proposed non-project action is all areas of Seattle where transportation improvements may be required to accommodate future residential and employment growth. Many species of birds, mammals, and fish are present. Generally, the Puget Sound basin is home to an extremely wide diversity of animal species that depend upon marine, estuarine, freshwater, and terrestrial environments. This fauna includes species native to the region, as well as many non-native species. The Seattle area is an intensely developed urban area having few remaining areas of native vegetation and high-quality habitat. These remaining fragments of quality wildlife habitat are found in parklands and open spaces throughout the planning area. The wildlife found in most urban areas are those native and non-native species that tolerate or benefit from habitat degradation or close association with humans.

Birds: Hawk Heron Eagle Songbirds
 Other: osprey, bald eagle, peregrine falcon, purple martin, owl (various species), pileated woodpecker, belted kingfisher, waterfowl species, Canada goose. Also, typical urban species associated with urban development such as starling and pigeon.
.....
Mammals: Deer Bear Elk Beaver
 Other: California sea lion, river otter, muskrat, raccoon. Also, a variety of urban-adapted species such as possum and rat.
.....
Fish: Bass Salmon Trout Herring
 Shellfish Other: perch, rockfish, etc.
.....

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

The geographic area affected by the proposed non-project action is all areas of Seattle where transportation improvements may be required to accommodate future residential and employment growth. In King County, five wildlife species are listed as endangered or threatened under the Endangered Species Act (ESA), but these species are not likely to be found in the Seattle Direct Water Service Area. These include Canada lynx (*Lynx Canadensis*; Threatened), gray wolf (*Canis lupus*; Endangered), grizzly bear (*Ursus arctos*; Endangered), marbled murrelet (*Brachyramphus marmoratus*; Threatened), and northern spotted owl (*Strix occidentalis caurina*; Threatened). King County contains federally designated critical habitat for marbled murrelet and northern spotted owl; no designated critical habitat is located in Seattle. Bald eagle (*Haliaeetus leucocephalus*) was removed from the federal list under ESA on August 8, 2007, but is federally protected under the Bald and Golden Eagle Protection Act. Bald eagles are known to reside in Seattle.

Fish species listed as endangered or threatened under the ESA and found in freshwater tributaries of Puget Sound (PS) include Chinook salmon (*Oncorhynchus tshawytscha*, Threatened, PS), steelhead (*O. mykiss*, Threatened, PS), and bull trout (*Salvelinus confluentus*, Threatened, PS). Coho salmon (*O. kisutch*) is a Candidate species for listing as Threatened. All of these species reside in or near the proposal area. Lake Washington contains federally designated critical habitat for bull trout and Chinook salmon. Because much of Seattle has been previously developed and the original habitats significantly altered or eliminated, the potential for threatened or endangered animal species to be present in Seattle is low.

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

The geographic area affected by the proposed non-project action is all areas of Seattle where transportation improvements may be required to accommodate future residential and employment growth. The Puget Sound region is known to be an important migratory route for many animal species. Portions of the proposal area provide migratory corridors for bald eagles traveling to and from foraging areas in Puget Sound or Lake Washington. Marbled murrelets travel through the planning area between marine waters and their nests in late successional/old growth forests in the Cascade Mountains. Bull trout, steelhead, and Chinook, chum, pink, and coho salmon use the Puget Sound nearshore. Chinook, coho, and sockeye salmon use Lake Washington and Lake Union as migration corridors. Anadromous trout and salmon migrate through the area river and stream systems, including urban streams in Seattle. The Puget Sound region is also within the Pacific Flyway—a flight corridor for migrating waterfowl, migratory songbirds, and other birds. The Pacific Flyway extends from Alaska to Mexico and South America.

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

No measures to preserve or enhance wildlife are proposed.

- e. List any invasive animal species known to be on or near the site.

Many species of invasive animal species are found within King County and the City of Seattle, including nutria (*Myocastor coypus*), rat (*Rattus spp.*), pigeon (*Columba livia*), New Zealand Mud Snail (*Potamopyrgus antipodarum*), and Asian gypsy moth (*Lymantria dispar*).

6. Energy and Natural Resources

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

The proposed non-project action does not include any construction or development that would require energy to operate. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

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

The proposed non-project action does not include any construction or development that would affect potential use of solar energy by adjacent properties. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review. However, because the transportation projects identified under the proposal are predominantly changes to existing streets, solar impacts are unlikely.

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

The proposed non-project action does not include any energy conservation features or other measures to reduce or control energy impacts. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

7. Environmental Health

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

The proposed non-project action does not include any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

- 1) Describe any known or possible contamination at the site from present or past uses.

The proposed non-project action does not include any construction or other activities that would encounter possible site contamination. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

The proposed non-project action does not include any construction or other activity that would cause exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or project-specific environmental review.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

The proposed non-project action does not involve the storage, use, or production of toxic or hazardous chemicals. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

- 4) Describe special emergency services that might be required.

The proposed non-project action does not require any special emergency services. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action has no associated environmental health hazards. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

b. Noise

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

The proposed non-project action would not be affected by noise. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action does not include any construction or development that would generate noise. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

Because the proposed non-project action would not itself generate noise, no measures to reduce or control noise are proposed. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The geographic area affected by the proposed non-project action is all areas of Seattle where transportation improvements may be required to accommodate future residential and employment growth. Generally, this area is characterized by urban uses. Existing uses include single-family and multifamily residential, commercial, industrial, recreational, and open space. Most city properties have been developed at urban densities and existing uses are often mixed. Downtown areas include many high-rise developments. Rights-of-way that may be subject to the provisions of this proposal may be located in any zone where transportation improvements are needed to accommodate future residential and employment growth. These include residential, commercial, multifamily, Seattle Mixed, industrial, and downtown zones. Project-specific impacts on land and shoreline use would be determined during permitting of individual transportation improvement projects.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The proposed non-project action would not convert agricultural or forest land to other uses. There are no designated agricultural or forest lands in Seattle.

1) Will the proposal affect or be affected by surrounding working farm or forest land

normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

The proposed non-project action would not affect or be affected by agricultural or forest land business operations. There are no designated agricultural or forest lands in Seattle.

c. Describe any structures on the site.

Seattle's urban area is developed with a wide range of structures, ranging from single-family residences to high-rise office towers to large industrial structures. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action does not include demolition of any structures. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

Zoning in Seattle includes a range of residential, commercial, and industrial designations. Zoning designations are found in Seattle's Land Use Code, Title 23 of the Seattle Municipal Code. Basic zone families include Neighborhood Residential Zones, Multifamily Residential Zones, Commercial Zones, Industrial Zones, Downtown Zones, and Seattle Mixed Zones. Basic zone designations in which projects subject to this proposal may be located are listed below, followed by their abbreviation:

Residential, Neighborhood 1, NR1
Residential, Neighborhood 2, NR2
Residential, Neighborhood 3, NR3
Residential, Neighborhood, Small Lot, RSL
Residential, Multifamily, Lowrise 1, LR1
Residential, Multifamily, Lowrise 2, LR2
Residential, Multifamily, Lowrise 3, LR3
Residential, Multifamily, Midrise, MR
Residential, Multifamily, Highrise, HR
Residential-Commercial, RC
Neighborhood Commercial 1, NC1
Neighborhood Commercial 2, NC2
Neighborhood Commercial 3, NC3
Master Planned Community—Yesler Terrace, MPC-YT
Seattle Mixed—South Lake Union, SMU-SLU
Seattle Mixed—Dravus, SM-D

Seattle Mixed—North Rainier, SM-NR
Seattle Mixed - Rainier Beach, SM-RB
Seattle Mixed—University District, SM-U
Seattle Mixed—Uptown, SM-UP
Seattle Mixed—Northgate, SM-NG
Commercial 1, C1
Commercial 2, C2
Downtown Office Core 1, DOC1
Downtown Office Core 2, DOC2
Downtown Retail Core, DRC
Downtown Mixed Commercial, DMC
Downtown Mixed Residential, DMR
Pioneer Square Mixed, PSM
International District Mixed, IDM
International District Residential, IDR
Downtown Harborfront 1, DH1
Downtown Harborfront 2, DH2
Pike Market Mixed, PMM
General Industrial 1, IG1
General Industrial 2, IG2
Industrial Buffer, IB
Industrial Commercial, IC

Areas within these zones include specific overlays to address areas-specific characteristics, such as proximity to shorelines, presence of major institutions, and light rail station areas.

Individual transportation improvements projects subject to the provisions of this proposed non-project action may be located in zones where transportation improvements may be needed to accommodate future residential and employment growth. This includes all zone designations within the City. Project-specific information on zoning would be determined during the permitting of individual projects.

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

The geographic area affected by the proposed non-project action is all areas of Seattle where transportation improvements may be needed to accommodate future residential and employment growth. Current comprehensive plan designations in the City of Seattle can be found in the Seattle Comprehensive Plan, adopted on July 25, 1994, and last amended in December 2022. Individual transportation improvement projects that may be subject to the provisions of the proposed non-project action may be located in areas shown with a Comprehensive Plan Designation of Urban Center, Hub Urban Village, Residential Urban Village, Industrial Areas, Neighborhood

Residential Areas, Multi-family Residential Area, and Commercial/Mixed Use Area. Project-specific information on Comprehensive Plan designations would be determined during the permitting of individual transportation improvement projects.

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

The proposed non-project action would apply in all areas of Seattle where transportation improvements may be needed to accommodate future residential and employment growth, this includes both freshwater and marine shorelines, resources that are regulated by the City's shoreline master program (SMP). Shoreline resources regulated under the SMP include all marine waters, larger streams and lakes, associated wetlands and floodplains, and upland areas called shorelands that extend 200 feet landward from the edges of these waters. Individual transportation improvement projects subject to the provisions of this proposal may be located in areas subject to the SMP. Project-specific information on land and shoreline use would be determined during permitting of individual projects.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The proposed non-project action would apply in all areas of Seattle where transportation improvements may be needed to accommodate future residential and employment growth, including in environmentally critical areas. Individual transportation improvement projects subject to the provisions of the proposed non-project action may be located in environmentally critical areas. Project-specific information on site classification would be determined during permitting of individual projects.

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

The proposed non-project action would not create a completed project in which to reside or work. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

No people would be displaced by the proposed non-project action. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action does not include any proposed measures to avoid or reduce displacement impacts. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

- L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Potential project-specific impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

There are no designated agricultural or forest lands in Seattle.

9. Housing

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

The proposed non-project action would not provide housing. Potential adverse housing impacts, if any, of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action would not eliminate housing. Potential adverse housing impacts, if any, of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

No measures to reduce or control housing impacts are proposed. Potential adverse housing impacts, if any, of future specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review. Consideration of future implementation of a transportation impact fee program by the City would include whether to exempt low-income housing as authorized by RCW 82.02.060.

10. Aesthetics

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

The proposed non-project action does not include construction or development. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action does not include construction or development that would produce light or glare. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action does not include construction or development that would have aesthetic impacts. Potential impacts of future transportation projects that may be funded through a possible future transportation impact fee would be addressed through regulations and street design manuals, such as Streets Illustrated, and/or separate project-specific environmental review.

11. Light and Glare

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

The proposed non-project action does not include construction or development that would produce light or glare. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action does not include construction or development that would produce light or glare. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

Light or glare would not affect the proposed non-project action. Potential impacts of light or glare on future, specific transportation improvement projects would be addressed through separate project-specific environmental review.

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

No measures to reduce or control light and glare are proposed.

12. Recreation

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

The proposed non-project action would be in effect throughout areas of Seattle

where transportation improvements may be needed to accommodate future residential and employment growth. Seattle Parks and Recreation operates and maintains a large number of city parks, trails, gardens, playfields, swimming pools, and community centers. In addition to these public facilities, public and private schools, outdoor associations, and commercial businesses provide residents of, and visitors to, Seattle with a variety of organized recreational facilities and activities, such as school athletic programs, hiking and gardening groups, and private health clubs and golf courses. Seattle is particularly rich in recreational opportunities focused on the area's natural features. Seattle's many parks and shorelines offer abundant recreational opportunities, including water contact recreational activities (such as swimming, wading, snorkeling, and diving); water-related and non-water-related recreational activities (such as walking, hiking, playing, observing wildlife, and connecting with nature); and recreational activities that involve consumption of natural resources (such as fishing and noncommercial shellfish harvesting).

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

The proposed non-project action does not include construction or development that would displace any recreational activities. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

No measures to reduce or control impacts on recreation are proposed.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

The proposed non-project action would be in effect throughout areas of Seattle where transportation improvements may be needed to accommodate future residential and employment growth. There are a number of landmarks, properties, or districts in Seattle that are listed on, or proposed for, national, state, and local preservation registers. In addition, while Seattle today comprises a highly urbanized and developed area, it is also an area with potential for Native American cultural artifacts. Project-specific information on site-specific historic buildings, structures, and sites would be determined during permitting of individual projects.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any

material evidence, artifacts, or areas of cultural importance on or near the site?
Please list any professional studies conducted at the site to identify such resources.

There are a number of landmarks, properties, or districts in Seattle that are listed on, or proposed for, national, state, and local preservation registers. In addition, while Seattle today comprises a highly urbanized and developed area, it is also an area with potential for Native American cultural artifacts. Potential impacts of future, specific development proposals would be identified and addressed through regulations and/or separate project-specific environmental review.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The proposed non-project action does not involve construction or disturbance of any site. No methods were used to assess potential impacts to cultural and historic resources. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The proposed non-project action does not include construction or development, so there are no activities that would require the avoidance, minimization, or compensation for loss, changes to, and disturbance to historic and cultural resources. Individual projects developed pursuant to this proposal would be subject to environmental review (if they meet or exceed thresholds for environmental review) and to the State of Washington's and City's regulations related to the protection of historic and cultural resources.

14. Transportation

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

The proposed non-project action would be in effect throughout areas of Seattle where transportation improvements are needed to accommodate future residential and employment growth. The area has dense grids of urban streets (residential and arterials) that provide connections to major routes, including Interstate 5 and State Route 99, which run north and south through the City, and Interstate 90 and State Route 520, which connect Seattle to points east across Lake Washington. Specific streets or highways that may see improvements through a possible future transportation impact fee are shown in Attachment 2 to the proposed legislation

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Seattle is served by bus, streetcar, monorail, and light rail public transit provided by multiple transit agencies, including King County Metro, ~~and~~ Sound Transit, and the City of Seattle. Many of the transportation projects that may be funded through a possible future transportation impact fee would make improvements to transit facilities. Impacts on public transit would be considered during future permitting and environmental review of individual projects.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The proposed non-project action would not construct or eliminate parking spaces. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposal is one of a number of actions that could lead to the creation of a transportation impact fee in the City of Seattle, which is intended to facilitate the development of improvements to roads, streets, pedestrian, bicycle and state transportation facilities. Specific projects are identified in Attachment 2 to the proposed legislation that is the subject of this environmental review. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action would take effect throughout areas of Seattle where transportation improvements may be needed to accommodate future residential and employment growth. Seattle is served by railroads, a sea port, and airports. Project-specific information on proximity to and use of water, rail, and/or air transportation would be determined during permitting of individual projects.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The proposed non-project action would not generate vehicle trips. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The proposed non-project action would not affect or be affected by the movement of agricultural or forest products. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

The proposed non-project action is a necessary, but not sufficient step, to establishing a program to mitigate the transportation impacts of future residential and employment growth.

15. Public Services

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

The proposed non-project action would not result in an increased need for public services. Potential impacts of future, specific transportation improvement projects would be addressed through regulations and/or separate project-specific environmental review.

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

Consideration of future implementation by the City would include whether to exempt early learning facilities and other development activities with a public purpose as authorized by RCW 82.02.060. No measures to reduce or control direct impacts on public services are proposed.

16. Utilities

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

The proposed non-project action would be in effect throughout areas of Seattle where transportation improvements are needed to accommodate future residential and employment growth. All areas of the proposal area have electricity, telephone, water and refuse service. Most (but not all) areas have cable/fiber optics, sanitary sewers, and natural gas. Project-specific information on site-specific utilities would be determined during the design, environmental

review, and permitting of individual projects.

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

The proposed non-project action does not include construction or development of any utilities. Specific impacts to utilities that could be affected by possible transportation projects that may be funded through a possible future transportation impact fee would be determined during the design, environmental review, and permitting of individual projects.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Lish Whitson _____

Name of signee _____

Position and Agency/Organization _____

Calvin Chow

Signature: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____

D. Supplemental sheet for nonproject actions

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

This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to implement a program, in and of itself, it makes no incremental change to production, release or discharge of any pollutants.

If an impact fee program is implemented, program fees would be based on trip estimates derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-[year](#) period ending in 2035. A transportation impact fee program is identified as [a](#) potential impact mitigation measure in the EIS for the 2016 update.

Implementation of such a program could improve, or reduce the rate of decline, of the speed, efficiency and reliability of the transportation network for all modes, [and in particular transit, pedestrian and bicycle facilities](#), resulting in reduced discharges of pollutants to water or air from idling vehicles and reduced noise.

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

This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to implement a program, in and of itself, it has no effect on plants, animals, fish, or marine life.

If an impact fee program is implemented, program fees would be based on trip estimates derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-[year](#) period ending in 2035. A transportation impact fee program is identified as [a](#) potential impact mitigation measure in the EIS for the 2016 update.

If a program is implemented, impact fee-eligible projects would be located primarily in existing rights-of-way. Consequently, implementation of such a program would have only marginal impacts on currently undisturbed habitat for plants, animals, fish, or marine life. Any construction-related impacts associated with potential future development of identified projects would be mitigated by existing environmental protection regulations and, for those projects that are not categorically exempt from SEPA, additional environmental review.

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

This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to

implement a program, in and of itself, it makes no incremental change to use of energy and natural resources.

If an impact fee program is implemented, program fees would be based on trip estimate derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-period ending in 2035. A transportation impact fee program is identified as potential impact mitigation measure in the EIS for the 2016 update.

If a program is implemented, it could reduce the depletion of energy and natural resources by improving the efficiency of the transportation network for all modes, and in particular transit, pedestrian and bicycle transportation.

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

See response to D.2. Future implementation, should it occur, would facilitate improvements to transportation facilities primarily in existing rights-of-way.

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

This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to implement a program, in and of itself, it makes no changes to land and shoreline use.

If an impact fee program is implemented, program fees would be based on trip estimates derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-year period ending in 2035. A transportation impact fee program is identified as a potential impact mitigation measure in the EIS for the 2016 update.

Future implementation of the proposal would involve no changes to regulations governing the location of existing and planned land uses. Additionally, projects included the list are informed by the Comprehensive Plan and transportation modal plans that implement, among other things, Seattle's growth strategy.

Implementation of a future program may incorporate differential fees based on planning geography to recognize that the trip generation characteristics and mode choice of travelers in more densely urbanized areas, that are well-served by transit, are different from areas with less transit access.

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

This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to implement a program, in and of itself, it would not increase demands on transportation, public services, and utilities.

If an impact fee program is implemented, program fees would be based on trip estimates derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-year period ending in 2035. A transportation impact fee program is identified as a potential impact mitigation measure in the EIS for the 2016 update.

Future implementation of the proposal would mitigate demands on transportation infrastructure by adding and making improvements that benefit all modes of travel, and in particular transit, pedestrian and bicycle transportation. The proposal would not, in and of itself, increase demands on public services or utilities. Consideration of future implementation by the City would include whether to exempt low-income housing, early learning facilities, and other development activities with a public purpose as authorized by RCW 82.02.060.

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

The proposal is a necessary, but not sufficient, step to implementing a transportation impact fee program authorized by RCW 82.02.050. There are no known conflicts between this proposal and local, state or federal laws or requirements for the protection of the environment.

Signature: Lish Whitson
Lish Whitson (Feb 8, 2023 16:32 PST)

Email: LISH.WHITSON@SEATTLE.GOV

Signature: Calvin Chow
Calvin Chow (Feb 8, 2023 16:34 PST)

Email: CALVIN.CHOW@SEATTLE.GOV