

## **Addendum to the Seattle Comprehensive Plan Update Final Environmental Impact Statement for the 130<sup>th</sup> Street Station Context Area Comprehensive Plan Amendments**

### **PREFACE**

The purpose of this Addendum to the Seattle Comprehensive Plan Update Final Environmental Impact Statement (FEIS Addendum) is to provide additional environmental information for the 130<sup>th</sup> Street Station Context Area Comprehensive Plan Amendments.

In May 2015 the City of Seattle issued a Draft Environmental Impact Statement (DEIS) for the Seattle Comprehensive Plan Update (Plan Update). In May 2016 the Final Environmental Impact Statement (FEIS) was issued. The FEIS is a programmatic EIS that identifies and evaluates probable, significant environmental impacts that may result from several citywide alternatives.

In particular, the FEIS evaluated a range of possible text and map amendments to the Plan Update that may alter the distribution of projected growth of 70,000 housing units and 115,000 jobs in Seattle through 2035. The Preferred Alternative in the FEIS guided a portion of future growth (1,500 housing units and 400 jobs) to a potential new residential urban village surrounding the future 130<sup>th</sup> Street light rail station.

An addendum is an environmental document that is used to provide additional analysis or information about a proposal but does not substantially change the analysis of significant environmental impacts and alternatives in the existing environmental document. Since probable significant environmental impacts of a new residential urban village surrounding the future 130<sup>th</sup> Street Station have already been adequately evaluated as part of the FEIS, the purpose of this FEIS Addendum is to provide additional, more-detailed analysis and information concerning the specific Comprehensive Plan amendments related to the 130<sup>th</sup> Street Station Context Area (Context Area), a small area within the potential new residential urban village, one block directly east and adjacent to the future 130<sup>th</sup> Street light rail station.

Other relevant studies and information about conditions in the 130<sup>th</sup> Street Station Context Area include:

- DRAFT 130<sup>th</sup> and 145<sup>th</sup> Station Area Plan, City of Seattle (March 2021)
- NE 130<sup>th</sup> & Shoreline South/148<sup>th</sup> St Stations: Multimodal Access Study (December 2020)
- Lynnwood Link Extension Final Environmental Impact Statement (April 2015)

The FEIS Addendum is organized into three major sections:

- The Fact Sheet provides an overview of the Proposal, and points of contact;
- Section I is a comprehensive description of the Proposal; and
- Section II contains additional information and analysis about non-significant environmental impacts associated with the Proposal.

**FACT SHEET**

**Name of Proposal**

130<sup>th</sup> Street Station Context Area Comprehensive Plan Amendments

**Proponent**

City of Seattle

**Proposal**

The proposal includes amendments to the Comprehensive Plan to support higher density and a mix of land uses in a block bounded by 5<sup>th</sup> Avenue NE, NE 130<sup>th</sup> Street, 8<sup>th</sup> Avenue NE and the Jackson Park Golf Course referred to in this FEIS Addendum as the 130th Street Station Context Area (Context Area). The Context Area, located adjacent to the future 130th light rail station, includes 32 parcels and is approximately 365,849 SF (8.4 acres). In particular, the proposal is as follows:

- Changes to the Comprehensive Plan Future Land Use Map (FLUM) for the Context Area from single family areas to commercial / mixed use areas and multi-family areas.
- Changes to the Comprehensive Plan text including two policies in the Growth Strategy Element (GS 1.7, GS 3.20) and one policy in the Land Use Element (LU 8.4) to support mixed use and multi-family residential land uses in areas near future light rail stations.

The existing land uses for the 32 parcels within the Context Area include:

- single family residential (30 parcels);
- church-owned property including a church, residence, and 150-space parking lot (1 parcel); and
- vacant land owned by Sound Transit to construct a signal bungalow needed for light rail operations (1 parcel).

**Lead Agency**

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### **Addendum/Adoption of Original Document**

This FEIS Addendum provides additional site-specific information and analysis concerning the proposal but does not substantially change the analysis of significant impacts that are described in the Plan Update FEIS (FEIS). The FEIS is adopted for purposes of SEPA compliance, pursuant to WAC 197-11-630 and City of Seattle SEPA regulations.

### **Required Approvals**

After considering the proposal described in this FEIS Addendum, and holding a public hearing, the City Council will take action to consider Comprehensive Plan amendments related to the Context Area.

### **Authors and Contributors to this FEIS Addendum**

- City of Seattle Office of Planning and Community Development

### **Date of Issuance of This FEIS Addendum**

July 8, 2021

### **Date of Issuance of the Final EIS**

May 5, 2016

### **Date of Issuance of the Draft EIS**

May 4, 2015

### **Availability of this FEIS Addendum**

Notice of this FEIS Addendum has been distributed to agencies, organizations and individuals who are required to receive notices of Comprehensive Plan amendments.

The FEIS and FEIS Addendum may also be viewed online at Office of Planning and Community Development's website:

<https://www.seattle.gov/opcd/ongoing-initiatives/comprehensive-plan>

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## **I. DESCRIPTION OF THE PROPOSAL**

### **Introduction**

On May 5, 2016, the City of Seattle Office of Planning and Community Development (OPCD) issued a Final Environmental Impact Statement (FEIS) for the Seattle Comprehensive Plan Update (Plan Update). The Plan Update at that time looked at text and map amendments to the Comprehensive Plan that would influence the manner and distribution of projected growth of 70,000 housing units and 115,000 jobs in Seattle through 2035. A major policy question addressed in the Plan Update considered where to accommodate this projected future growth. Three of the five alternatives evaluated in the FEIS included a potential new residential urban village near the future Lynwood Link 130<sup>th</sup> Street Station. The three alternatives estimated the same level of growth for the new residential urban village at NE 130<sup>th</sup> Street: 1,500 housing units and 400 jobs. The three alternatives evaluated in the FEIS that included a potential new residential urban village near the future Lynwood Link 130<sup>th</sup> Street Station are as follows:

- Alternative 3, Guide Growth to Urban Villages near Light Rail, prioritizes greater growth concentrations around existing and planned light rail transit stations;
- Alternative 4, Guide Growth to Urban Villages near Transit, prioritizes greater growth concentrations around light rail stations and in specific areas along priority bus transit routes; and
- Preferred Alternative. Similar to Alternative 4 but reduces the amount of estimated future growth that would be guided toward several of the urban villages with a high risk of displacement and low access to opportunity.

In November 2008 voters approved the \$17.8 billion Sound Transit 2 (ST2) ballot measure. The ST2 plan includes transit investments in the Puget Sound region ranging from bus rapid transit to light rail expansion, and station access improvements. Among these investments, light rail will extend from University of Washington to Lynnwood. In 2016 voters approved the \$54 billion Sound Transit 3 (ST3) ballot measure to further expand light rail and BRT options. ST3 includes a light rail infill station at NE 130<sup>th</sup> Street planned to open in 2031.

In September 2018 the Sound Transit Board approved funding to accelerate preliminary engineering to determine if the NE 130<sup>th</sup> Street Station could be built earlier than 2031. In February 2020, the Board reviewed the preliminary engineering and cost estimates and approved funding to complete the station design and make changes to the guideway design to accommodate an integrated station at NE 130<sup>th</sup> Street. The Board may make further decisions about when to build and open the NE 130<sup>th</sup> Street Station in 2021 and 2022.

This proposal changes the City's land use policy in the Context Area to leverage and support the significant regional transit investment by encouraging denser, transit-oriented development surrounding the future NE 130<sup>th</sup> Street Station. The Context Area is 32 parcels (8.4 acres) comprising one block immediately east of the future 130<sup>th</sup> Street Station (see Figure 1).

### **Planning Context**

In general, the City uses station area planning to bring together community members (including everyone who lives, works and visits in the surrounding neighborhoods) and government agencies to

envision future changes for an area surrounding a future high capacity transit station. It focuses on the area generally within a half mile (about a 10-minute walk) of a planned light rail station or a quarter mile (about a 5-minute walk) of a bus rapid transit station. The process also considers the broader neighborhood, citywide, and regional needs. It includes an analysis of existing conditions, community outreach and engagement, and coordination with city and other public agencies to develop recommendations for the future station area.

OPCD initiated the 130th and 145th Station Area Planning process in 2019. The station area studied includes the one block Context Area for this proposal. Current milestones for the 130th and 145th Station Area Planning process include:

- January 2019 – December 2020: Monthly City of Seattle interdepartmental meetings;
- March 2019 – published a background report and held a public open house (in-person and online) to identify issues and gather ideas from the community;
- September 2019 – held a community workshop (in-person and online) to consider different patterns of future growth in the station area;
- September 2020 – City Council held a public hearing for docketing potential amendments to the Comprehensive Plan including a FLUM change for the Context Area;
- June to October 2020 – held a series of four online Community Conversations to share information and solicit feedback on various planning topics: Vision, Mobility, Zoning & TOD, Affordable Housing & Livability;
- March 17- May 3, 2021 – published a Draft Plan and held Online Open House for Draft Station Area Plan;
- 4Q 2021 – publish the Final Station Area Plan; and
- 2022-2024 – study, assess and adopt new zoning for the station area.

OPCD’s work with the community resulted in the publication of the Draft 130<sup>th</sup> and 145<sup>th</sup> Station Area Plan in March 2021. Included in the Draft Plan was the following action:

*Land Use Early Action 1.13 Consider a limited rezone of one block adjacent to the station while continuing to study and assess the broader station area.*

This early action would encourage transition of key parcels directly adjacent to the station from single family use to transit supportive, higher density residential and commercial/ mixed uses.

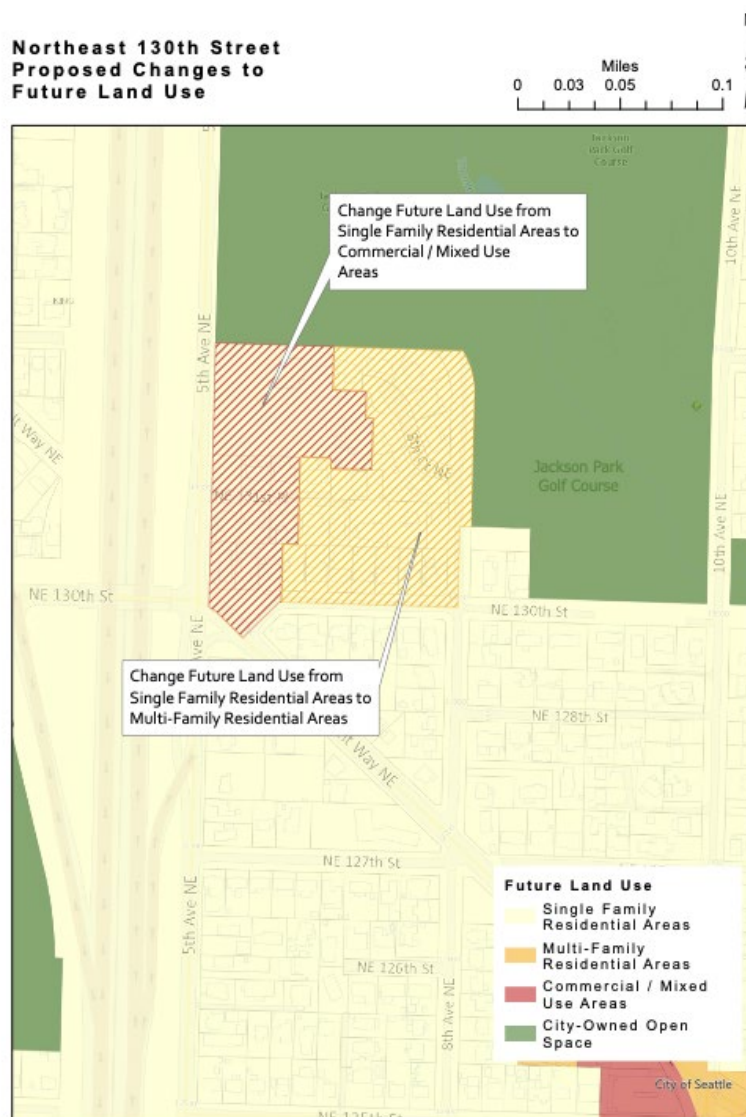
## **Proposal**

This proposal is a non-project action consisting of Comprehensive Plan amendments to the FLUM and text amendments that would encourage transit-oriented development in the Context Area (see Figure 1).

Proposed amendments to the Comprehensive Plan:

- Changes to the FLUM for the Context Area from Single Family Residential to Commercial / Mixed Use as shown in Figure 1.
- Amend the following policies to add new language as shown in underline:

- GS 1.7 Promote levels of density, mixed uses, and transit improvements in urban centers and villages, and other residential and commercial areas near current and future light rail stations that will support walking, biking, and use of public transportation.
- GS 3.20 Consider taller building heights in key locations to provide visual focus and define activity centers, such as near light rail stations in urban centers and urban villages and other residential and commercial areas near current and future light rail stations.
- LU 8.4 Establish evaluation criteria for rezoning land to multi-family designations that support the urban village strategy and transit-oriented development, create desirable multi-family residential neighborhoods, maintain compatible scale, respect views, enhance the streetscape and pedestrian environment, and achieve an efficient use of the land without major impact on the natural environment.



**Figure 1**

## II. ENVIRONMENTAL IMPACTS

This FEIS Addendum provides more specific information about the Context Area, and identifies any additional probable adverse environmental impact on the elements of the natural and built environment. OPCD concluded that the proposal will not result in any likely significant environmental impacts to any element of the environment, which is why an addendum is being used here. The Context Area, a one block area within the potential new urban village surrounding the future NE 130th Street Station.

The potential new urban village, an area identified for future growth, was fully analyzed in the DEIS and FEIS. The land use changes in this proposal were anticipated in the alternatives studied in the DEIS and FEIS. The population and employment growth that would occur as a result of this proposal are within the range of projections analyzed in the DEIS and the FEIS.

Mitigation measures identified in the DEIS, FEIS and this FEIS Addendum are appropriate for a programmatic EIS and to the applicable element of the environment. Mitigation measures identified in this FEIS Addendum include a mix of specific actions, potential policy, or program recommendations or, where appropriate, identification of the existing regulatory and policy framework that would serve to mitigate impacts.

### Cumulative Impacts

The changes proposed for the Context Area have been analyzed based on existing conditions, impacts and mitigation on a cumulative basis. This analysis anticipates the potential for increased development in the station area. Future development is likely to be similar to transit-oriented development occurring at other station areas within an existing low density residential context: four to seven story mixed use or apartments buildings, two to three story townhouses, duplexes, triplexes and quadplexes. More specific impacts and mitigations for a specific development proposal will be analyzed at the project level as part of the City's permitting and development review processes.

As part of our cumulative impacts assessment, we reviewed the environmental analysis prepared by Sound Transit for the development of the Lynwood Link Extension light rail system, including tracks and station facilities. The Lynwood Link Extension FEIS, issued in April 2015 included alternatives with a station at NE 130th Street. Alternative A11: Mostly Elevated with NE 130th, NE 145th, and NE 185th Stations most closely represents the current design with an elevated station at NE 130th.

OPCD has concluded that there are no additional probable significant adverse environmental impact resulting from this proposal, and in light of the proposed transit developments in or adjacent to the Context Area.

The discussion below provides additional information and analysis for this specific proposal in the Context Area.

### **Earth/ Water Quality**



## Impacts

The proposed Comprehensive Plan FLUM changes and policy amendments may result in increased mixed use and multi-family residential development in the Context Area. The impacts of increased development on earth and water quality were previously analyzed in the DEIS (pages 3.1-1 to 3.1-10) and the FEIS (pages 3.1-1 to 3.1-3). We anticipate that future construction activities in the Context Area will generate similar impacts to those identified in the DEIS and FEIS. There could be potential for disturbed soil on construction sites to be conveyed to nearby drainage systems and environmentally critical areas (ECA): Thornton Creek within Licorice Fern Natural Area. Increased density and activity levels and the associated use of automobiles and other activities could contribute an additional increment of adverse water quality impact in the nearby Thornton Creek and Licorice Fern Natural Area due to wash-off of pollutants from street surfaces and discharge of pollutants into the drainage system. Ten of the 32 parcels in the Context Area contain steep slopes. No parcels contain other ECAs. However, five of the 32 parcels are within 200 feet of wetlands located in the Licorice Fern Natural Area. The current drainage system is informal. New construction would include a formal drainage system as required by the Drainage Code, at SMC 22.800-.808, which would reduce stormwater runoff to nearby ECAs and contribute to improved water quality in Thornton Creek.

## Mitigation Strategies

The proposal will not result in any additional likely significant adverse impacts to earth and water quality. The continued application of the City's existing policies, review practices and regulation would help to avoid and minimize the potential for adverse impact to ECAs within or nearby the Context Area.

## Significant Unavoidable Adverse Impacts

No additional significant unavoidable adverse impacts to earth and water quality are anticipated.

## **Air Quality and Greenhouse Gas Emissions**

### Impacts

The proposed Comprehensive Plan FLUM changes and policy amendments may result in increased mixed use and multi-family residential development in the Context Area. The impacts of increased development on air quality and greenhouse gas emissions were previously analyzed in the DEIS (pages 3-2.1 to 3.2-29) and the FEIS (pages 3.1-3 to 3.1.6).

Based on the previous analysis we anticipate that development in the Context Area would generate similar impacts to those identified in the DEIS and FEIS. These impact include:

Short-term construction-phase air emissions such as exhaust emissions from heavy-duty construction equipment and trucks, as well as fugitive dust emissions associated with earth-disturbing activities. For construction equipment, the primary emissions of concern are NO<sub>x</sub> and PM<sub>2.5</sub>. NO<sub>x</sub> contributes to regional ozone formation and PM<sub>2.5</sub> is associated with health and respiratory impacts. Construction related emissions are not expected to generate significant adverse air quality impacts nor lead to

violation of standards. Construction related emissions associated with this proposal are identified as a minor adverse air quality impact.

The Context Area is located adjacent to I-5. Residential growth in the area close to I-5 could increase exposure to mobile and stationary sources of air toxics and PM<sub>2.5</sub>. A health risk assessment conducted by the Washington State Department of Health found that the highest cancer and non-cancer risks are greatest near major highways. Portions of Seattle located within 200 meters of major highways are exposed to relatively high cancer risk values of up to 800 in one million. Twenty-five of the 32 parcels in the Context Area are located within 200 meters of I-5. Increased development under this proposal, could potentially expose future sensitive receptors to relatively high increased cancer risks.

Greenhouse gas emissions (GHGs). GHGs would be emitted during construction activities from demolition and construction equipment, trucks used to haul construction materials to and from sites, and from vehicle emissions generated during worker travel to and from construction sites. Because of the combination of regulatory improvements and Climate Plan Actions underway, construction related GHG emissions under this proposal would be considered a minor adverse air quality impact.

GHG emissions associated with completed development under this proposal would change due to several factors. New buildings will be more energy efficient and generate less GHG emissions. Residents of new residential development will have excellent access to light rail transit and are likely to drive less which would further reduce GHG emissions from local travel.

#### Mitigation Strategies

Because no significant adverse impacts are identified with respect to noise impacts, no mitigation strategies are required or proposed.

If the City desired to address potential non-significant adverse impacts related to air quality on residential development or other sensitive uses within 200 meters of I-5, the City could recommend that residences and other sensitive land uses (i.e., schools, day care) be separated from I-5 by a buffer area of approximately 200 meters (656 feet), to reduce the potential exposure of sensitive populations to air toxics. Alternatively, the City could consider design standards to orient development towards the surrounding green spaces and away from I-5. Or the City could consider requiring ventilation systems that are capable of filtering pollutant transportation generated particulates. Specifically, U.S. EPA identifies that mechanical ventilation/filtration systems with a Minimum Efficiency Reporting Value (MERV) of 9 through 12 are adequate for removing 25 to 80 percent of automobile emission particles (U.S. EPA 2009a).

#### Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to air quality and greenhouse gas emissions are anticipated based on this proposal.

#### Noise

## Impacts

The proposed Comprehensive Plan FLUM changes and policy amendments may result in increased mixed use and multi-family residential development in the Context Area. The noise impacts of construction associated with increased development and impacts on sensitive land uses within 200 meters of I-5 were previously analyzed in the DEIS (pages 3.3-1 to 3.3-18) and the FEIS (pages 3.1-6 to 3.1-7). The noise impacts of the construction and operation of the Lynwood Link Extension were previously analyzed by Sound Transit in the Lynwood Link Extension FEIS (pages 4-115 to 4-137)

Construction noise standards established in the Seattle Municipal Code limit construction activities to times when construction noise would have the least effect on adjacent land uses, and restricts the noise generated by various pieces of construction equipment. Development in the Context Area would range from mid to low intensity development. No high intensity development that would require pile-driving is anticipated. Consequently, the extent of construction activities involved and background ambient noise and vibration levels, localized construction-related noise effects would be minor to moderate.

The proposed Comprehensive Plan amendments anticipate the location of new mid to low intensity development near future light rail which could reduce overall single occupant vehicle use and associated local road noise. The Context Area is already impacted by road noise from I-5. Additional road noise generated by traffic associated with development would not be discernible from background noise levels. The existing noise level from I-5 measured at 150 feet from the roadway center at 130th Street is estimated at 78.0 ( $L_{dn}$ ) is not discernably different than modeled noise level 78.4 ( $L_{dn}$ ) at the same location.

Sound Transit studied noise impacts associated with the construction and operation of the Lynwood Link Extension including a station at NE 130th Street. The greatest existing source of noise in the area is I-5 and it will continue to be the major source. The Context Area does not have existing noise walls to mitigate impacts from I-5, thus Sound Transit is not required to construct noise walls to mitigate existing noise impacts from I-5 in the Context Area. Sound Transit is mitigating all noise and vibration impacts (as defined by exceeding applicable FTA, state, or local criteria) created by the project, the project would not increase cumulative noise or vibration impacts, considering other current or future actions in the project area.

This proposal could encourage more residential and other sensitive uses to locate in the Context Area near I-5. Future developers would need to consider light rail operations and ambient noise levels in the planning and design of future projects.

## Mitigation Strategies

Noise impact mitigation measures identified in the Lynwood Link FEIS included noise walls (either at-grade or as part of elevated guideways), insulation for buildings, and special track work. Sound Transit is mitigating all noise and vibration impacts (as defined by exceeding applicable FTA, state, or local criteria) created by the Lynwood Link Extension project, this would not increase cumulative noise impacts. Sound Transit considered other current or future actions, such as increased future development, in the Lynwood Link project area.

**Table 3.3-8** Modeled noise ( $L_{dn}$ ) levels at 150 feet from the roadway center under Alternative 4 (2035)

Roadway	Roadway Segment	Existing	2035 with Alternative 4	dBA Difference Over Existing	Significant Increase?
Interstate 5	at Albro (Sectors 7 & 8)	78.1	78.5	0.4	No
	at Union (Sector 4)	78.3	78.6	0.3	No
	at 45th Street (Sector 2)	77.5	77.8	0.3	No
	at 130th Street (Sector 2)	78.0	78.4	0.4	No

#### Noise Analysis from the Plan Update FEIS

To address the potential for exposure of residences and other sensitive land uses to incompatible environmental noise in the Context Area, the City could adopt a new policy that recommends that residences and other sensitive land uses (i.e., schools, day care) be separated from freeways or light rail alignments that such development achieve an interior noise performance standard of 45 dBA.

#### Significant Unavoidable Adverse Impacts

No additional significant unavoidable adverse impacts to noise are anticipated based on the proposal.

#### Land Use, Height, Bulk, Scale, Compatibility

##### Impacts

The proposed Comprehensive Plan FLUM changes and policy amendments may result in increased mixed use and multi-family residential development in the Context Area. The land use, height, bulk, scale and compatibility impacts of increased development were previously analyzed in the DEIS (pages 3.4-1) and the FEIS (pages 3.4-6).

**Land Use Patterns.** Specific rezoning for the Context Area will be proposed later as part of the broader station area rezone. Future growth in the Context Area could result in the gradual conversion of existing single family residential and small institutional use to multi-family or mixed use land use patterns over time.

**Land Use Compatibility.** The predominantly single family residential character of neighboring uses may make them more sensitive to changes in development intensity and scale. Areas within or adjacent to the Context Area may experience sharper transitions in urban form as new, more intensive forms, such as townhouses and multi-family apartments, could be built alongside or near existing single family homes.

**Height, Bulk and Scale.** Over time, height, bulk, and scale in the Context Area would increase with additional development, and localized adverse bulk and scale contrasts could occur as the area transitions to a more intensive development pattern. One- and two-story structures with low lot coverage would be replaced by taller structures with higher lot coverage, similar to structures currently observed in nearby neighborhood commercial and low-rise residential districts.

## Mitigation Strategies

To mitigate these impacts, the City would continue to rely upon use of regulations in its municipal code, including Land Use Code (Title 23), SEPA rules and policies (Title 25), the design review program (SMC 23.41 and related guidelines), Seattle Design Guidelines, and recommendations in the 130<sup>th</sup> and 145<sup>th</sup> Station Area Plan that address design intent in this area.

The City could pursue additional mitigation strategies to improve transitions between the Context Area and surrounding areas through the ongoing station area planning efforts and/or amendments to zoning regulations for the broader station area.

## Significant Unavoidable Adverse Impacts

Under this proposal, additional growth would occur in the Context Area, leading to a generalized increase in building height and bulk and development intensity over time, as well as the gradual conversion of lower-intensity uses to higher-intensity development patterns. This transition would be unavoidable and is an expected characteristic of urban population and employment growth, especially in areas with good access to high-capacity transit.

Future growth in any single family area is likely to create localized land use compatibility issues as development occurs. However, the City's adopted development regulations, zoning requirements and design guidelines are anticipated to sufficiently mitigate these impacts. Therefore, no additional significant unavoidable adverse impacts to land use are anticipated.

## Relationship to Plans and Policies

### Growth Management Act

Seattle's adopted Comprehensive Plan contains the elements (i.e., chapters) required by the Growth Management Act (GMA), and the City has adopted development regulations that implement the plan. Focusing growth on urban villages, which is the Comprehensive Plan's basic strategy, is consistent with GMA planning policies that seek to prevent urban sprawl and preserve rural areas and resource lands. The City has sufficient zoned, developable land to accommodate the twenty-year housing and employment targets. The EIS examines different ways that forecast growth could be distributed throughout the City, including additional growth surrounding the future 130<sup>th</sup> Street light rail station.

### Vision 2050

Since the publication of the FEIS, Puget Sound Regional Council (PSRC) has adopted an updated regional plan, *Vision 2050*. Among its provisions is an updated regional growth strategy that assumes a greater role for areas served by high-capacity transit including Metropolitan Cities, like Seattle. VISION 2050 includes goals and policies that encourage planning for transit-oriented development around major transit investments, such as light rail, and the plan sets ambitious goals to attract 65% of the region's housing growth and 75% of the region's job growth to high-capacity transit station areas. The area

surrounding the future 130th Street station is one such area. Planning for transit-oriented development in the station area is consistent with this updated strategy.

#### King County Countywide Planning Policies

The King County Countywide Planning Policies (CPPs) were amended in June 2016 after the publication of the FEIS (May 2016). The CPPs encourage growth to be accommodated in local centers in a compact form at densities to support transit service and make efficient use of urban land. The King County Growth Management Planning Council is currently in the process of updating the CPPs to align with VISION 2050. Increasing density near the 130th station is consistent with countywide policies.

#### Seattle Comprehensive Plan

The Plan Update identifies the future station area around NE 130th St. and I-5 as a potential urban village. The current proposal to amend the Comprehensive Plan includes FLUM changes and text amendments to encourage higher densities and mix of uses in proximity to the future light rail investment in this location is consistent with that vision. Further, the FLUM change is consistent with the proposed text amendments to the Comprehensive Plan, text and FLUM changes, to encourage more density near the future 130th Street station.

#### Mitigation Strategies

Because no significant adverse impacts are identified with respect to consistency with plans and policies, no mitigation strategies are required or proposed.

#### Significant Unavoidable Adverse Impacts

No additional significant unavoidable adverse impacts are anticipated.

### **Population, Employment, Housing**

The Context Area is within the larger “potential new village” studied in the DEIS and the FEIS which anticipated 1,500 housing units and 400 jobs in the potential urban village.

Citywide, housing affordability was identified as a probable significant impact in the DEIS and the FEIS. A significant portion of Seattle’s households are burdened by housing. Per the 2011-2015 American Community Survey (ACS) CHAS data, about 35 percent of Seattle households are housing cost burdened and roughly 15 percent are severely housing cost burdened. Ultimately, housing prices are likely to be driven by demand generated as a result of Seattle’s strong job market and attractive natural and cultural amenities. The city’s limited land base will likely contribute to upward pressure on housing costs. Low vacancy rates and tight inventory is also likely to contribute to higher rent trends. The area of North Seattle where the Context Area is located is more affordable to purchase or rent homes than other neighborhoods. Adding capacity for new housing in this area will contribute to a range of housing choices that can help mitigate housing affordability impacts of growth over the long term.

## Impacts

The proposed Comprehensive Plan FLUM changes and policy amendments may result in increased mixed use and multi-family residential development in the Context Area. The impacts of increased development on population, employment and housing were previously analyzed in the DEIS (pages 3.6-1 to 3.6-34) and the FEIS (pages 3.1-17 to 3.1-20).

The Context Area is a subarea within the identified “potential new village” (an area within a 10-minute walk of the future station). The “potential new village” is projected to accommodate the 1,500 housing units and 400 jobs. The Context Area has no current businesses. New jobs associated with the development of local-serving retail are expected due to the improved transit access and development allowed by this land use proposal.

Development in the Context Area would replace 31 existing single family homes and a church that serves four congregations, including Muslim and Chinese Christian congregations. We estimate that up to 20% of the single family homes impacted may be rentals, with potential displacement of existing renter households. New multi-family and commercial development in the Context Area will contribute to the development of rent restricted housing through the City’s mandatory housing affordability program.

Seattle will continue to face housing affordability challenges as the city grows. Rental costs can be expected to be highest in urban centers and hub urban villages—especially Downtown, First/Capitol Hill, South Lake Union, Ballard, Fremont, and West Seattle Junction and to rise the most in neighborhoods where existing rents are low. Current housing in the Context Area is exclusively single family detached. We estimate that as high as 80% of the units directly impacted are owner-occupied, and therefore will not experience pressure of higher rents. Rents and property values in North Seattle are generally lower than the city average. However, development in the Context Area may be more expensive due to the newer construction, and the desirable location adjacent to high-capacity transit. Adding new housing supply, especially in desirable locations near transit, will help to mitigate overall upward pressure citywide on rents/prices.

## Mitigation Strategies

In a citywide context, increasing the supply of housing through rezoning helps to mitigate overall upward pressure on rents and prices. This is especially true in desirable locations close to transit, such as the Context Area near the future 130th Station. The DEIS and FEIS cited a number of City programs to support the development of affordable housing. The 130th and 145th Station Area Plan includes several recommendations to address housing affordability in the station area and the potential risk of vulnerable resident displacement:

- Federal low-income housing tax credit program;
- Programs funded through the voter-approved Seattle Housing Levy funds;
- Mandatory housing affordability program developer contributions;
- Multi-family Property Tax Exemption program;
- Density bonuses for development of affordable housing on lands owned or managed by religious organizations;

- Encouraging equitable transit-oriented development by Sound Transit on any surplus properties; and
- Supporting strategic land acquisition and or community land trusts to create affordable housing opportunities in this area.

#### Significant Unavoidable Adverse Impacts

No additional significant unavoidable adverse impacts are anticipated.

### Transportation

Four types of impacts were considered in the DEIS and FEIS analyses: auto and transit, pedestrian and bicycle, safety, and parking.

#### Impacts

The proposed Comprehensive Plan FLUM changes and policy amendments may result in increased mixed use and multi-family residential development in the Context Area. The transportation impacts of increased development were previously analyzed in the DEIS (pages 3.7-1 to 3.7-51) and the FEIS (pages 3.1-21 to 3.1.25).

*Auto and Transit.* The City uses “screenlines” to evaluate auto (including freight) and transit operations. A screenline is an imaginary line across which the number of passing vehicles is counted. Each of those screenlines has a level of service (LOS) standard in the form of a volume-to-capacity (v/c) ratio: *the number of vehicles crossing the screenline compared to the designated capacity of the roadways crossing the screenline.* All of the screenlines are projected to meet the LOS standard for the PM peak hour under all citywide alternatives evaluated in the FEIS. Therefore, no auto, freight or transit impacts are expected to result from this proposal.

In the current Comprehensive Plan, Seattle has prioritized reducing vehicular demand rather than increasing road capacity. Reduced single occupant vehicle travel (SOV) is key to the City’s transportation strategy. The proposal, which will create opportunities for transit-oriented development, will enhance the City’s LOS goals for non-SOV travel.

*Pedestrian and Bicycle Network.* The City has plans to improve the pedestrian and bicycle network through its *Move Seattle, Pedestrian Master Plan, Bicycle Master Plan* and other planning efforts. The City has recently completed *NE 130th & Shoreline South/148th St Stations: Multimodal Access Study* to improve multimodal access to the future light rail stations. The study identified 18 priority projects which will undergo further study and design. Some improvements will be implemented in conjunction with the construction of the stations, while others will be implemented over a longer period. No significant impacts are expected to the pedestrian and bicycle system.

*Safety.* The City’s safety goals, and the policies and strategies supporting them, will be pursued regardless of the land use policy changes. The overall variation in vehicle trips is very small among citywide alternatives evaluated in the FEIS (less than two percent). Within the Context Area, the



proximity of high-capacity transit, and safety improvements to improve access to the station is likely to reduce vehicle trips and increase safety for pedestrians and bicyclists. No significant safety impacts are expected.

*Parking.* Currently there are no on-street parking restrictions in the Context Area. However, new light rail service and the development of new housing and commercial uses near the 130th Street Station are likely to increase the demand for on-street parking. The City will study the need for changes to on-street parking regulations 18 months prior to the station opening and could regulate on-street parking to mitigate any impacts identified.

*Freight.* The Freight Master Plan identified the east/west corridor near the Station Context Area (N, NE 130th Street/ Roosevelt Way/ NE 125th Street) as a minor truck street. These streets make connections for goods delivery to urban villages and neighborhood commercial districts. They also provide secondary connections to the major truck street network, thereby creating system redundancy and resiliency. No impacts of the to the freight network are anticipated in this corridor as the result of development.

### Mitigation Strategies

The recommended mitigation strategies in the DEIS, FEIS and other plans will address impacts in the Context Area:

*Improving the Pedestrian and Bicycle Network.* The City has developed *Move Seattle*, a citywide *Pedestrian Master Plan* and citywide *Bicycle Master Plan* as well as 18 priority projects for this area identified in the *NE 130th & Shoreline South/148th St Stations: Multimodal Access Study (2020)*. Implementation of priority projects would improve the pedestrian and bicycle environment in the Context Area. Also, ongoing safety programs are aimed at reducing the number of collisions, benefiting both safety and reliability of the transportation system. Sidewalks in the Context Area are lacking. As development occurs, new sidewalks and other right of way improvements will be required and constructed as part of development and will make this area safer for pedestrians.

*Implementing Transit Speed and Reliability Improvements.* The Seattle Transit Master Plan has identified numerous projects, including Intelligent Transportation Systems(ITS), to improve transit speed and reliability throughout the city. Sound Transit will implement some ITS improvements as part of the 130th Street station project to reduce local congestion for buses serving the station.

*Expanding Travel Demand Management and Parking Strategies.* The City has well-established Commute Trip Reduction (CTR) and Transportation Management Programs (TMP), which could be expanded to include new parking-related strategies. CTR and TMP programs could expand to include smaller employers, residential buildings, and other strategies. Prior to the station opening, the City will conduct a community parking study to assess the supply and demand for on-street parking. New regulations are likely to be introduced before the 130<sup>th</sup> Street station opens to discourage “hide and ride” commuter parking.

*Working with Partner Agencies.* WSDOT, King County Metro, Sound Transit and PSRC all provide important transportation investments and facilities for the City of Seattle. The City should continue to work with these agencies to identify transportation mitigation and station access improvement projects near the 130th Street Station. Extensive agency coordination was part of Sound Transit’s station design

process for the 130th Street Station to address access for all modes of travel to the station, as well as reduce impacts on local access.

### Significant Unavoidable Adverse Impacts

Potentially significant adverse impacts on parking were identified in the DEIS and the FEIS. However, the parking impacts are anticipated to be brought to a less-than-significant level by implementing a range of possible mitigation strategies such as those discussed in Section 3.7.3 of the FEIS. While there may be short-term impacts as individual developments are completed (causing parking demand to exceed supply), it is expected that over the long term, the situation would reach a new equilibrium as drivers shift to other modes.

No additional significant unavoidable adverse impacts to transportation and parking are anticipated.

### Public Services

The proposed Comprehensive Plan FLUM changes and policy amendments may result in increased mixed use and multi-family residential development in the Context Area. The impacts on public services of increased development were previously analyzed in the DEIS (pages 3.8-1 to 3.8-35) and the FEIS (pages 3.1-26 to 3.1-28).

#### Impacts on Police Services

The Context Area is served by the North Station Precinct. Since population and employment growth do not directly correlate to an increased demand for police services, this proposal would not necessarily result in proportional increases in call volumes or incidence of major crimes. Therefore, no specific findings of adverse effects on response times or criminal investigations volumes are made. Demand for police services varies over time and by neighborhood, population growth and shifts in composition could influence the characteristics of crime as neighborhoods change. The North Precinct, built in 1984, was slated for replacement, but those plans were put on hold in 2016.

#### Impacts on Fire and Emergency Medical Services (EMS)

The Context Area is served by Battalion 4 which includes Fire Station 39 Lake City and Fire Station 31 in Northgate. A new facility for Fire Station 39 opened in 2010. Planning for a new facility for Fire Station 31 began in 2019.

The impacts of additional growth over the next twenty years would be gradual, distributing increased call volumes across many fire station coverage areas, but with an anticipated level of increased call concentration in urban centers and urban villages where the greatest levels of employment and residential growth would occur. Increases in citywide call volumes would be considered an adverse impact of future growth. Call volumes generated by this proposal would be minimal.

#### Impacts to Parks and Recreation

The Context Area is well served by existing publicly owned greenspace. The Jackson Park Perimeter Trail, Jackson Park Golf Course, Licorice Fern Natural Area directly abut the Context Area. Northacres Park is a short distance away and contains an array of active and passive recreation features: playground, ballfields, off leash area, trails and natural area. Citywide population and job growth over the 20-year planning period would generate more demand for parks, recreation facilities and open space across the city. Currently there are no plans to acquire or develop additional park and recreation facilities to serve future population within the Context Area.

#### Impacts to Seattle Public Schools

The Context Area is currently within the attendance area of the following Seattle Public Schools: Olympic Hills Elementary School, Jane Adams Middle School and Ingraham International High School. The School District has recently completed major construction projects at the Olympic Hills Elementary School and Ingraham International High School that ensure these facilities have adequate capacity.

Because this area of Seattle has deficient sidewalk infrastructure in or near school walking boundaries, potential safety risks could pose an extra burden for families driving children to school who could otherwise walk if sidewalks were available.

#### Mitigation Strategies

Future growth in the Context Area would contribute to increased demand for services. However, the City and the School District have already made significant improvements in recent years and identified needs to be addressed in coming years.

#### Significant Unavoidable Adverse Impacts

No additional significant unavoidable adverse impacts to public services are anticipated.

#### **Utilities**

If development in Context Area occurs in conjunction with development nearby in a concentrated area, there potentially could be cumulative adverse impacts to localized portions of the utility system. However, both Seattle Public Utilities (SPU) and Seattle City Light (SCL) currently employ a variety of strategies to anticipate and adjust to changing demands. Both potential impacts and strategies employed by the utilities to respond to changing demand are discussed below.

SPU—Water. Currently total water system usage is declining, and the water system has excess capacity. However, design fire flow demands can be much greater than the average daily usage for a building. There will be greater demands on localized areas of the water supply and distribution system due to redeveloped buildings being brought up to current fire codes. SPU currently employs and will continue to employ management strategies (water availability certificates, developer improvements, etc.) to meet customer needs.

SPU—Sewer and Drainage. This area of North Seattle has a separated sewer system designed with separate networks of pipes for sewage and stormwater. Runoff is collected and conveyed in a drainage system and sewage is conveyed in a separate sanitary sewer system. Some portions of the drainage

system are piped while others are an informal system of ditches and culverts, most of which drain to the North Branch of Longfellow Creek. The Context Area has an informal drainage system. Development in the Context Area could result in greater demands on the local sanitary sewer and stormwater collection systems, the downstream conveyance and the treatment facilities. There will be a greater overall need for sewage capacity with increased density. Increases in peak flow and total runoff caused by conversion of vegetated land area to impervious surfaces also create increased demand on drainage system capacity. SPU currently employs and will continue to employ management strategies (stormwater code updates, developer improvements, etc.) to meet customer needs.

SCL—Electric Power. Future growth and development will increase demand for electrical energy. Despite recent population and economic growth, Seattle City Light's load is fairly stable since its service territory is well established and it has administered an aggressive energy conservation program for nearly 40 years. SCL currently employs and will continue to employ management strategies (energy code updates, advanced meter infrastructure, etc.) to meet customer needs. Many houses in the Context Area date to the 1950s and 1960s. The City has updated regulations to make new buildings more energy efficient. Thus older, single family detached, energy inefficient structures will be replaced by newer, energy efficient residential units in multi-family and mixed use buildings. This redevelopment will reduce energy use further.

#### Impacts

The proposed Comprehensive Plan FLUM changes and policy amendments may result in increased mixed use and multi-family residential development in the Context Area. The impacts on utilities of increased development were previously analyzed in the DEIS (pages 3.9-1 to 3.9.15) and the FEIS (page 3.1.28).

**Water.** Increased development intensity in the Context Area would increase overall water demand, including fire flow demand. All development would be required to meet the current fire code.

**Drainage.** Future development in the Context Area could result in increased flow and/or improvements to the drainage system. Increases in peak flow and total runoff caused by conversion of vegetated land area to impervious surfaces could create increased demand on drainage system capacity. Because of the current informal drainage, future more intensive development could require storm drains to be extended.

**Sanitary Sewer.** Future development in the Context Area could result in greater demands on the local sewer collection system, the downstream conveyance and the treatment facilities. Increased sewer flow is related to increased water consumption. There would be a greater overall need for sewage capacity with increased density, but no significant adverse location-specific impacting conditions are identified in this review.

**Electrical Power.** Future development in the Context Area would increase demand for electrical energy. Currently electricity consumption is growing at less than the gross domestic product, less than 0.5 percent annual growth. Despite recent population and job growth, SCL's load is fairly stable since its service territory is well established and it has administered an aggressive energy conservation program for nearly 40 years. Tightened building codes in Seattle are reducing energy use. At the same

time, new efficiency standards for appliances, new technologies and software to better manage energy usage at home and office are improving energy efficiency.

#### Mitigation Strategies

None of these identified impacts are concluded to be significant adverse impacts. The continued application of the City's existing practices, including those described above, would help to avoid and minimize the potential for significant adverse impacts.

#### Significant Unavoidable Adverse Impacts

No additional significant unavoidable adverse impacts to services provided by Seattle Public Utilities or Seattle City Light are anticipated.

Appendix – Notification List

KING COUNTY DEPT. OF NATURAL RESOURCES AND  
PARKS  
ATTN: CHRISTIE TRUE DIRECTOR  
201 S. JACKSON ST RM 5700  
SEATTLE, WA 98104

KING COUNTY REGIONAL WATER QUALITY COMMITTEE,  
WATER AND LAND RESOURCES DIVISION  
201 SOUTH JACKSON ST SUITE 5600  
SEATTLE, WA 98104

NATIONAL MARINE FISHERIES SERVICE  
7600 SAND POINT WAY NE  
SEATTLE, WA 98115-0070  
Gary.kriedt@kingcounty.gov

PORT OF SEATTLE ENVIROMENTAL MANAGEMENT  
PAUL MEYER  
PO BOX 1209  
SEATTLE, WA 98111

PUGET SOUND REGIONAL COUNCIL OF GOVERNMENTS  
ATTN: ERIKA HARRIS  
1011 WESTERN AVENUE, STE 500  
SEATTLE, WA 98104-1035

DUWAMISH TRIBE  
JOHN RASMUSSEN  
4705 WEST MARGINAL WAY SW  
SEATTLE, WA 98106  
DEPT OF THE ARMY CORP OF ENGINEERS REGULATORY  
PO BOX C-3755  
SEATTLE, WA 98124-3755

WA. STATE DEPT. OF TRANSPORTATION  
TRANS PLANNING DIVISION  
PO BOX 330310  
SEATTLE, WA 98133-9710  
U.S. FISH & WILDLIFE SERVICE  
FIELD OFFICE\*\*  
510 DESMOND DRIVE SE, STE. 102  
LACEY, WA 98503

US ARMY CORPS OF ENGINEERS- SEATTLE DISTRICT  
4735 E. MARGINAL WAY S  
SEATTLE, WA 98134-2384

USDA-WILDLIFE SERVICES DIVISION  
ATTN: LAURENCE SCHAFER  
720 O'LEARY ST NW  
OLYMPIA, WA 98502

SOUND TRANSIT  
ATTN: STEVE KENNEDY  
401 S. JACKSON ST  
SEATTLE, WA 98104

DEPARTMENT OF ECOLOGY NORTHWEST  
ATTN: TAMMY SACAYANAN  
3190 - 160TH AVE. SE  
BELLEVUE, WA 98008-5452

WA. STATE DEPT. OF TRANSPORTATION  
URBAN CORRIDORS OFFICE  
ATTN: JOHN WHITE  
999 THIRD AVENUE, SUITE 2424  
SEATTLE, WA 98104

VICTORY HEIGHTS COMMUNITY COUNCIL  
ATTN: BEN COBER, PRESIDENT  
VictoryHeights.Seattle@gmail.com  
PO BOX 25011  
SEATTLE, WA. 98125

WA. STATE DEPT. OF TRANSPORTATION  
ENVIRONMENTAL AFFAIRS OFFICE  
PO BOX 47331  
OLYMPIA, WA 98504

WA STATE DEPT OF NATURAL RESOURCES  
DNR SEPA CENTER  
1111 WASHINGTON ST  
PO BOX 47015  
OLYMPIA WA 98504-7015

WA. STATE DEPT. OF TRANSPORTATION  
ATTN: THOMAS NOYES  
401 SECOND AVE. S., SUITE 300  
SEATTLE, WA 98104-2887

KING COUNTY EXECUTIVE'S OFFICE  
401 5TH AVE STE 800  
SEATTLE, WA 98104

KING COUNTY DEPT OF LOCAL SERVICES, PERMITTING  
DIVISION  
ATTN: KEVIN LECLAIR  
35030 SE DOUGLAS STREET, SUITE 210  
SNOQUALMIE, WA 98065-9266  
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KING CO DEPT OF NATURAL RESOURCES AND PARKS,  
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WASTEWATER TREATMENT DIV  
GRACE SMITH, WATER QUALITY PLANNER  
grace.smith@kingcounty.gov

STILLAGUAMISH TRIBE OF INDIANS  
P.O. BOX 277  
ARLINGTON, WA 98223

CITY OF SHORELINE  
ATTN: PLANNING DEPARTMENT 17544 MIDVALE AVE N  
STE #100  
SHORELINE WA 98133

CITY OF SEATTLE  
PUBLIC UTILITIES DIRECTOR'S  
OFFICE RECEPTION AREA  
SMT-49-00  
CITY OF SEATTLE

DEPT OF TRANSPORTATION  
DIRECTOR'S OFFICE  
SMT-39-00

CITY OF SEATTLE  
DEPARTMENT OF NEIGHBORHOODS  
ATTN: DIRECTOR  
CH-04-02

CITY OF SEATTLE  
SEATTLE CITY COUNCIL  
LEGISLATIVE DEPT  
CH-02-10

CITY OF SEATTLE  
FIRE DEPT  
FD-44-04

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SMT-38-00 CITY OF SEATTLE

OFFICE OF THE MAYOR  
Thomas.fawthrop@seattle.gov  
CH-07-01

CITY OF SEATTLE SDCI  
SEPA PIC – 20TH FLOOR CITY OF SEATTLE  
OFFICE FOR ECONOMIC DEVELOPMENT  
Karl.stickel@seattle.gov  
SMT-28-22

CITY OF SEATTLE  
DON, HISTORIC PRESERVATION PROGRAM  
CH-04-02

CITY OF SEATTLE  
CITY LIGHT  
NATURAL RESOURCES & ENVIRONMENTAL PLANNING  
SMT-28-22