

BURKE-GILMAN TRAIL MISSING LINK PROJECT

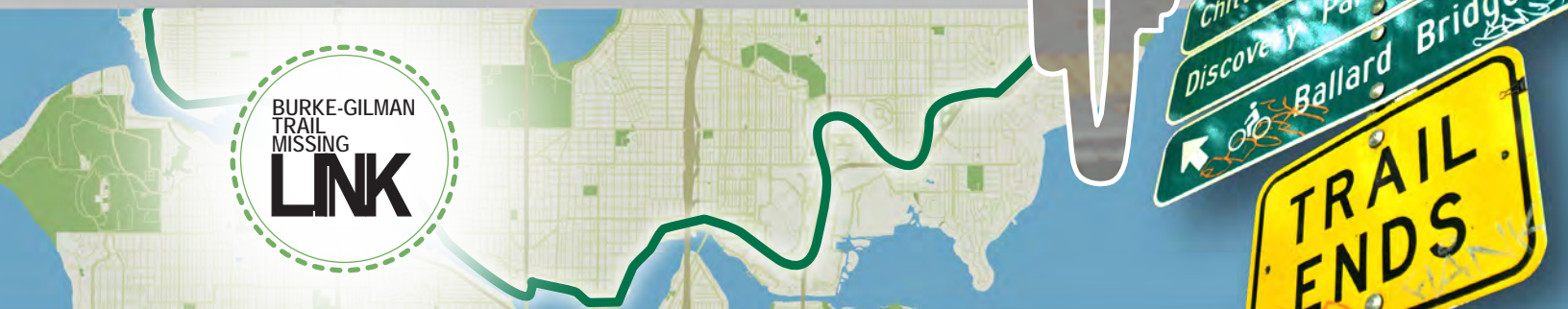


Seattle
Department of
Transportation

Final Environmental Impact Statement

Volume 3: Technical Appendices

May 2017



BURKE-GILMAN TRAIL MISSING LINK PROJECT

Updates & Errata to the Land Use Discipline Report

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Final Environmental Impact Statement
May 2017





TECHNICAL APPENDIX A: UPDATES & ERRATA TO THE LAND USE DISCIPLINE REPORT

This Technical Appendix addresses errors and corrections to the Burke-Gilman Trail Missing Link Project, Land Use Discipline Report (May 2016) and includes updates related to the Seattle 2035 Comprehensive Plan (City of Seattle, 2016). The major corrections and updates are summarized below.

Omission of Parcels in Build Alternatives. Some parcels in the western portion of the study area along NW 54th St were unintentionally left out of the analysis of all Build Alternatives. Appendices A–E in this Errata list all parcels included in the evaluations of each Build Alternative. The two parcels that make up the 13-acre Ballard Locks and Charles S. English, Jr. Botanical Gardens, a parks and open space land use, were omitted from all of the Build Alternatives. These omission did not change the overall conclusion of the Land Use Discipline Report for the DEIS, but it did change some of the area calculations and parcel counts.

Correction of Shoreline Parcel Characterizations. Some parcels were incorrectly classified as water-dependent or water-related. The terms “water-related” and “water-dependent” are from the Washington State Shoreline Management Act and City Shoreline Master Program and apply only to uses within the shoreline district. The analysis of water-dependent and water-related uses has been corrected to exclude parcels that are outside of the shoreline district. The DEIS over-estimated the number of water-related and water-dependent parcels in the study area, by including maritime and fishing industry-related businesses outside of the shoreline district. King County Parcel data and City of Seattle Shoreline District data were used to determine if parcels were within the shoreline district. Lot and shoreline district are approximate. These maritime and fishing industry uses are considered as part of the Ballard-Interbay Northend Manufacturing and Industrial Center (BINMIC) consistency evaluation, even though they are not considered water-dependent or water-related.

Identification of Preferred Alternative. Since the release of the Land Use Discipline Report, a Preferred Alternative has been identified that combines elements of the Shilshole North and Shilshole South Alternatives. Discussion of the Preferred Alternative has been added to this Errata where needed to provide consistency. Analysis of potential impacts from the Preferred Alternative is included in Chapter 4, Land Use of the FEIS.

Updates to Comprehensive Plan. In November 2016, after publication of the DEIS, the City of Seattle (City) adopted the Seattle 2035 Comprehensive Plan. For the FEIS, the Seattle 2035 Comprehensive Plan was reviewed for the goals and policies applicable to the Missing Link project that would differ from the 2005 Comprehensive Plan, which was last amended in 2015. Appendix F in this document summarizes the differences between applicable goals and policies in the two Comprehensive Plans as a “cross-walk” table. Only goals and policies applicable to the Missing Link are included; an exhaustive analysis of both comprehensive plans is beyond the scope of this EIS.

Updates Relating to Comprehensive Plan Changes. Chapter 2, Regulatory Context, in the Land Use Discipline Report is completely superseded by Section 4.2.3 of Chapter 4, Land Use in the FEIS and reflects updates to supporting documents including Comprehensive Plan updates.

Other Updates to the Land Use Discipline Report. Chapter 5, Potential Impacts, in the Land Use Discipline Report is completely superseded by Section 4.3 of Chapter 4, Land Use in the FEIS and reflects omitted parcels, Comprehensive Plan updates, and the Preferred Alternative.

Changes or updates to the Land Use Discipline Report text are summarized below, according to the affected section.

Executive Summary

Page ES-2, Table ES-1, Summary of Neighborhoods and Land Uses Affected by Build Alternatives is replaced with the table below. The updates to Table ES-1 reflect the omitted parcels:

Table ES-1. Summary of Urban Villages and Land Uses Affected by Build Alternatives

| <i>Build Alternative</i> | <i>Length of Trail in BINMIC (approx. linear feet)</i> | <i>Length of Trail in Ballard Hub Urban Village (approx. linear feet)</i> | <i>Adjacent Land in Industrial Uses (acres and %)</i> | <i>Number of Adjacent Water-dependent and/or Water-related Uses¹</i> |
|--------------------------|--|---|---|---|
| Preferred | 4,545 | 2,513 | 31 acres (44%) | 27 |
| Shilshole South | 4,455 | 1,983 | 50 acres (54%) | 42 |
| Shilshole North | 4,512 | 2,135 | 13 acres (41%) | 7 |
| Ballard Avenue | 2,814 | 4,704 | 15 acres (38%) | 9 |
| Leary | 2,308 | 4,466 | 7.4 acres (21%) | 3 |

¹ Water-dependent and water-related uses are only within the shoreline district.

Chapter 2: Regulatory Context

Section 4.2.3, Regulatory Context, Chapter 4, Land Use, in the FEIS supersedes Chapter 2 of the Land Use Discipline Report.

Chapter 4: Affected Environment

The definition of urban villages changed in the 2035 Comprehensive Plan (2016) from the 2005 Comprehensive Plan; therefore, Page 4-5, Paragraph 5 of the Land Use Discipline Report has been changed to say: the study area includes a portion of a hub urban village, the Ballard Hub Urban Village, one of the three types of urban villages designated in the 2035 Comprehensive Plan. The study area also includes a portion of a designated manufacturing/industrial center, the BINMIC (Figure 4-3).

Page 4-1, Paragraph 4 has been changed to say: The Ballard Terminal Railroad or BTR (formerly known as the Seattle, Lake Shore, and Eastern Railway) corridor extends from the Ballard Locks to NW 45th St.

Page 4-24, Paragraph 4 has been changed to say: The liquefaction-prone zones are located at the southeastern-most corner of the study area.

In November 2016, after publication of the DEIS, the City adopted the Seattle 2035 Comprehensive Plan. Appendix F in this Errata summarizes any changes to applicable goals and policies from the old to the new Comprehensive Plans in a “cross-walk” table. The goals and policies that relate to the Missing Link project are generally either identical or substantially the same between the old and new plans. Exceptions are noted in Appendix F. In some cases, the policy numbers have changed or the wording has changed slightly. Because the applicable goals and policies in the new plan are similar to the old plan, the evaluation in and conclusions of the Land Use Discipline Report (ESA, 2016) are still applicable. The analysis and conclusions presented in the FEIS are based on the review of the goals and policies in the new 2035 Comprehensive Plan.

Additionally, the SDOT Transportation Freight Mobility Strategic Action Plan (SDOT, 2005) was integrated into the Freight Master Plan (SDOT, 2016).

Chapter 5: Potential Impacts

Chapter 5: Potential Impacts in the Land Use Discipline Report is superseded in its entirety with Section 4.3, Potential Impacts in Chapter 4, Land Use in the FEIS.

Chapter 8 References

City of Seattle. 2016. Seattle 2035 Comprehensive Plan. Managing Growth to Become an Equitable and Sustainable City, 2015–2035. November 2016. Available:
<http://www.seattle.gov/dpd/cityplanning/completeprojectslist/comprehensiveplan/documents/>.

ESA (Environmental Science Associates). 2016. Land Use Discipline Report for the Burke-Gilman Trail Missing Link. SEPA Draft Environmental Impact Statement. Prepared for Seattle Department of Transportation, Seattle, WA. May 2016.

SDOT (Seattle Department of Transportation). 2016. Freight Master Plan. October 3, 2016.

Appendices

Appendices A–F in the Land Use Discipline Report (ESA, 2016) have been updated. These tables now include the following: all parcels abutting or gaining access across the proposed trail; parcels that were omitted in the Land Use Discipline Report; a new analysis of water-dependent and water-related businesses; the area where the parcel is located (BINMIC or Ballard Hub Urban Village); and the land use. The terms “water-related” and “water-dependent” apply only to uses within the shoreline district. The analysis of water-dependent and water-related uses has been corrected to exclude parcels that are outside of the shoreline district. An appendix for the Preferred Alternative has been added, thus the appendix lettering has been altered. Appendix A covers the Preferred Alternative, and each subsequent appendix letter has been changed accordingly (e.g., Appendix B is now Appendix C). Appendices B, C, D and E below supersede Appendices A, B, C, and D of the Land Use Discipline Report, respectively.

A business may be made up of multiple parcels, particularly for industrial uses. For this analysis, each parcel is counted as one use, so the number of uses may be overstated slightly. The data used for this analysis were King County Assessor’s data, informed by the EIS preparer’s knowledge of the listed property names. Because tenants and property owners of properties change from time to time, some properties may have changed use since the data were last updated.

Appendix A

Table A-1 lists and Figure A-1 shows all parcels that are abutting or gaining access across the trail for the Preferred Alternative and were used to analyze impacts for this alternative. Water-dependency applies only to parcels within the shoreline district.

Table A-1. Parcels Abutting or Gaining Access across the Preferred Alternative

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|----------------------------|-----------------|-------------|---|
| 1125039004 | HABITUDE SALON | Commercial | Ballard Hub | No |
| 1125039009 | BALLARD TRANSFER & STORES | Commercial | Ballard Hub | No |
| 1125039011 | OFFICE BUILDING | Commercial | Ballard Hub | No |
| 1125039097 | RESTAURANT/RETAIL BUILDING | Commercial | Ballard Hub | No |
| 1175001225 | LOCKSPOT CAFE | Commercial | Ballard Hub | No |
| 1125039077 | LIEB MARINE SERVICES | Industrial | Ballard Hub | No |
| 1175001235 | TRIAD BALLARD DEVELOPMENT | Industrial | Ballard Hub | Water-Related |
| 8673400270 | FEN PRO | Industrial | Ballard Hub | No |
| 8673400285 | FEN PRO | Industrial | Ballard Hub | No |
| 8673400305 | FEN PRO | Industrial | Ballard Hub | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|---|-----------------|-------------|---|
| 8673400350 | FEN PRO | Industrial | Ballard Hub | No |
| 1175000995 | RETAIL -FOOD PROCESSING | Parking | Ballard Hub | No |
| 1125039037 | VACANT LAND | Vacant | Ballard Hub | No |
| 0467000385 | BRANCHFLOWER MARINA | Commercial | BINMIC | Water-Dependent |
| 0467000418 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | Water-Related |
| 0467000419 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | No |
| 0467000420 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | No |
| 0467000422 | STIMSON MARINA - DNR LEASE # 9477 | Commercial | BINMIC | Water-Dependent |
| 0467000426 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | Water-Dependent |
| 0467000427 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | No |
| 0467000428 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | Water-Related |
| 0467000430 | STIMSON INDUSTRIAL PARK & MARINA | Commercial | BINMIC | Water-Dependent |
| 0467000445 | FUEL DOCK WILLIAMS & COVICH | Commercial | BINMIC | Water-Related |
| 0467000446 | DNR MOORAGE - LEASE 20-12551 | Commercial | BINMIC | Water-Related |
| 0467000475 | SAGSTAD MARINA | Commercial | BINMIC | Water-Dependent |
| 0467000476 | CANAL COVE MARINA | Commercial | BINMIC | Water-Dependent |
| 0467000477 | SAGSTAD MARINE MOORAGE - DNR LEASE #20-012100 | Commercial | BINMIC | Water-Dependent |
| 0467000478 | SAGSTAD MARINE MOORAGE - DNR LEASE | Commercial | BINMIC | Water-Dependent |
| 0467000479 | CANAL COVE MARINA - DNR LEASE 20-12390 | Commercial | BINMIC | Water-Dependent |
| 0467000075 | COMMERCIAL MARINE CONSTRUCTION | Industrial | BINMIC | Water-Dependent |
| 0467000130 | ALASKA DIESEL ELECTRIC MOORAGE - DNR LEASE #80311 | Industrial | BINMIC | Water-Dependent |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|--|-------------------|------------------------------|---|
| 0467000132 | ALASKA DIESEL ELECTRIC MOORAGE - DNR LEASE # 20-010460 | Industrial | BINMIC | Water-Dependent |
| 0467000145 | ROLLS-ROYCE | Industrial | BINMIC | No |
| 0467000335 | BALLARD MILL & MARINA | Industrial | BINMIC | Water-Dependent |
| 0467000421 | SALMON BAY SAND & GRAVEL | Industrial | BINMIC | Water-Related |
| 0467000425 | DNR LEASE 20-009664 | Industrial | BINMIC | Water-Related |
| 0467000429 | STIMSON INDUSTRIAL PARK | Industrial | BINMIC | Water-Related |
| 2768303765 | TANK FARM MOBIL | Industrial | BINMIC | No |
| 2768400025 | WHSE/OFFICE | Industrial | BINMIC | Water-Related |
| 0467000155 | SCC MARITIME TRAINING CENTER | Other | BINMIC | Water-Dependent |
| 0467000417 | VACANT LAND | Vacant | BINMIC | No |
| 0467000423 | YANKEE BAR & GRILL site | Vacant | BINMIC | Water-Related |
| 0467000431 | VACANT LAND | Vacant | BINMIC | Water-Related |
| 1125039027 | VACANT LAND | Vacant | BINMIC | No |
| 0467000800 | HIRAM CHITTENDON LOCKS | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |
| 1125039012 | HIRAM CHITTENDON LOCKS | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |

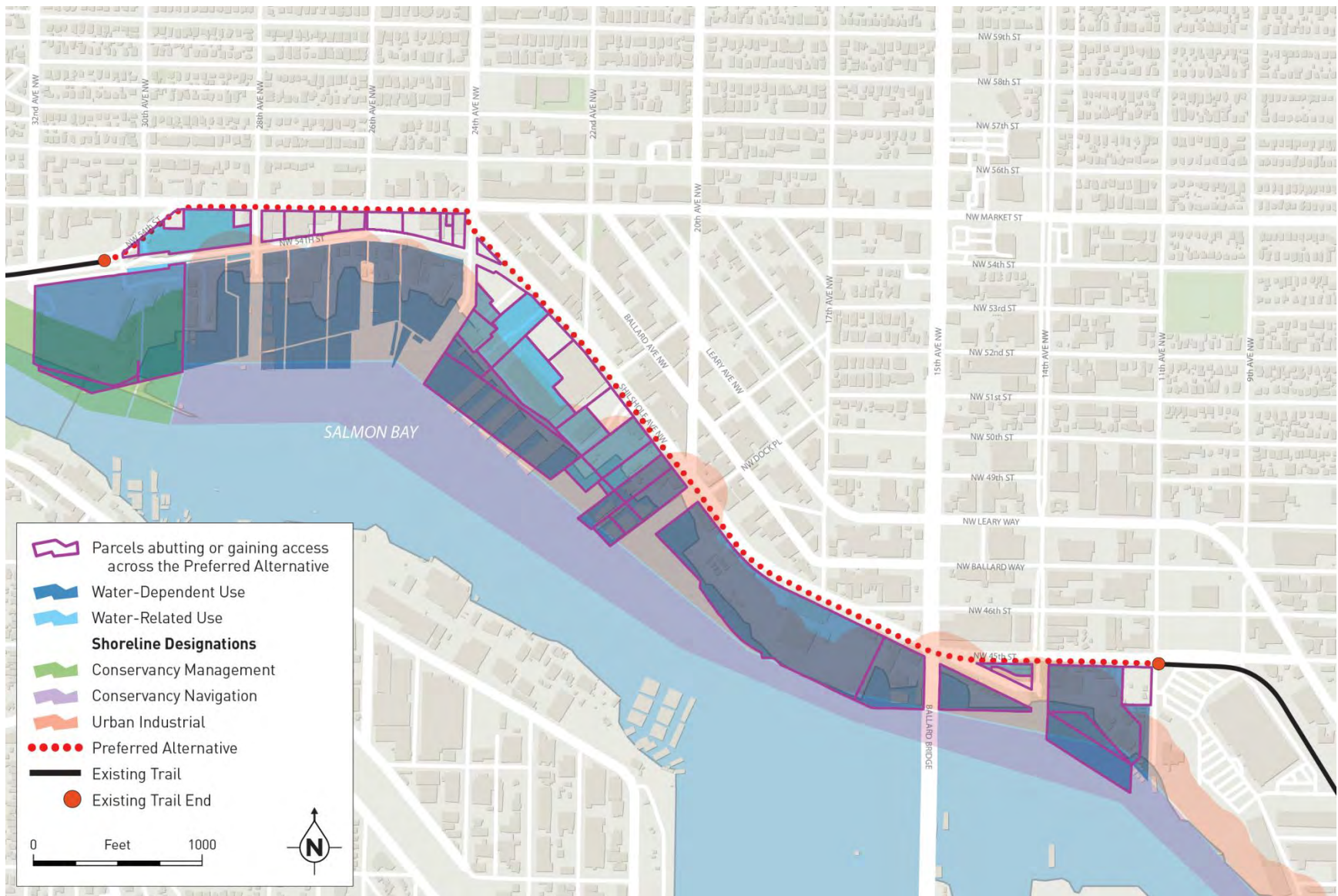


Figure A-1. Parcels Abutting or Gaining Access across the Trail for the Preferred Alternative

Appendix B

This appendix supersedes Appendix A: Water-Dependent and Water-Related Uses along the Shilshole South Alternative in the Land Use Discipline Report.

Table B-1 lists and Figure B-1 shows all parcels that are abutting or gaining access across the trail for the Shilshole South Alternative and used to analyze impacts for this alternative. Water-dependency applies only to parcels within the shoreline district. **Page A-1, Table A-1.** Page and table heading are changed to B-1.

Table B-1 Parcels Abutting or Gaining Access across the Shilshole South Alternative

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|-------------------------------------|-------------------|------------------------------|---|
| 0467000800 | HIRAM CHITTENDON LOCKS ¹ | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |
| 1125039012 | HIRAM CHITTENDON LOCKS ¹ | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |
| 1125039009 | BALLARD TRANSFER & STORES | Commercial | Ballard Hub | No |
| 1125039011 | OFFICE BUILDING | Commercial | Ballard Hub | No |
| 1125039037 | VACANT LAND | Vacant | Ballard Hub | No |
| 1125039077 | LIEB MARINE SERVICES | Industrial | Ballard Hub | No |
| 1175001225 | LOCKSPOT CAFE | Commercial | Ballard Hub | No |
| 1175001235 | TRIAD BALLARD DEVELOPMENT | Industrial | Ballard Hub | Water-Related |
| 8673400270 | FEN PRO | Industrial | Ballard Hub | No |
| 8673400285 | FEN PRO | Industrial | Ballard Hub | No |
| 8673400305 | FEN PRO | Industrial | Ballard Hub | No |
| 8673400350 | FEN PRO | Industrial | Ballard Hub | No |
| 1125039109 | SEG FROM 11250391070 ¹ | Parking | Ballard Hub | Water-Related |
| 0467000145 | ROLLS-ROYCE | Industrial | BINMIC | No |
| 0467000417 | VACANT LAND | Vacant | BINMIC | No |
| 0467000419 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | No |
| 0467000420 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|--|-----------------|-------------|---|
| 0467000427 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | No |
| 1125039027 | VACANT LAND ¹ | Vacant | BINMIC | No |
| 2768303765 | TANK FARM MOBIL | Industrial | BINMIC | No |
| 2768400025 | WHSE/OFFICE | Industrial | BINMIC | Water-Related |
| 0467000075 | COMMERCIAL MARINE CONSTRUCTION | Industrial | BINMIC | Water-Dependent |
| 0467000130 | ALASKA DIESEL ELECTRIC MOORAGE - DNR LEASE #80311 | Industrial | BINMIC | Water-Dependent |
| 0467000132 | ALASKA DIESEL ELECTRIC MOORAGE - DNR LEASE # 20-010460 | Industrial | BINMIC | Water-Dependent |
| 0467000155 | SCC MARITIME TRAINING CENTER | Other | BINMIC | Water-Dependent |
| 0467000335 | BALLARD MILL & MARINA | Industrial | BINMIC | Water-Dependent |
| 0467000385 | BRANCHFLOWER MARINA | Commercial | BINMIC | Water-Dependent |
| 0467000422 | STIMSON MARINA - DNR LEASE # 9477 | Commercial | BINMIC | Water-Dependent |
| 0467000426 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | Water-Dependent |
| 0467000430 | STIMSON INDUSTRIAL PARK & MARINA | Commercial | BINMIC | Water-Dependent |
| 0467000475 | SAGSTAD MARINA | Commercial | BINMIC | Water-Dependent |
| 0467000476 | CANAL COVE MARINA | Commercial | BINMIC | Water-Dependent |
| 0467000477 | SAGSTAD MARINE MOORAGE - DNR LEASE #20-012100 | Commercial | BINMIC | Water-Dependent |
| 0467000478 | SAGSTAD MARINE MOORAGE - DNR LEASE | Commercial | BINMIC | Water-Dependent |
| 0467000479 | CANAL COVE MARINA - DNR LEASE 20-12390 | Commercial | BINMIC | Water-Dependent |
| 0467000665 | BALLARD OIL CO ¹ | Industrial | BINMIC | Water-Dependent |
| 0467000666 | DNR LEASE ¹ | Industrial | BINMIC | Water-Dependent |
| 0467000685 | PACIFIC FISHERMEN INC ¹ | Industrial | BINMIC | Water-Dependent |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|--|-----------------|-------------|---|
| 0467000686 | DNR MOORAGE - LEASE 20-010920 ¹ | Industrial | BINMIC | Water-Dependent |
| 0467000687 | DNR MOORAGE - LEASE - PACIFIC FISHERMEN INC ¹ | Industrial | BINMIC | Water-Dependent |
| 0467000700 | McGINNIS MARINE ¹ | Commercial | BINMIC | Water-Dependent |
| 0467000702 | MCGINNIS MARINA MOORAGE - DNR LEASE 8884 ¹ | Commercial | BINMIC | Water-Dependent |
| 0467000715 | STABBERT YACHT & SHIPYARD ¹ | Industrial | BINMIC | Water-Dependent |
| 0467000716 | DNR MOORAGE - LEASE - 20-10886 ¹ | Industrial | BINMIC | Water-Dependent |
| 0467000740 | NEFCO ¹ | Industrial | BINMIC | Water-Dependent |
| 0467000741 | DNR MOORAGE - LEASE - 20-10900 ¹ | Industrial | BINMIC | Water-Dependent |
| 0467000784 | JACOBSON BROTHERS INC ¹ | Industrial | BINMIC | Water-Dependent |
| 1125039017 | SEABORN INC. ¹ | Industrial | BINMIC | Water-Dependent |
| 0467000418 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | Water-Related |
| 0467000431 | VACANT LAND | Vacant | BINMIC | Water-Related |
| 0467000421 | SALMON BAY SAND & GRAVEL | Industrial | BINMIC | Water-Related |
| 0467000425 | DNR LEASE 20-009664 | Industrial | BINMIC | Water-Related |
| 0467000445 | FUEL DOCK WILLIAMS & COVICH | Commercial | BINMIC | Water-Related |
| 0467000446 | DNR MOORAGE - LEASE 20-12551 | Commercial | BINMIC | Water-Related |
| 0467000423 | YANKEE BAR & GRILL site | Vacant | BINMIC | Water-Related |
| 0467000428 | STIMSON INDUSTRIAL PARK | Commercial | BINMIC | Water-Related |
| 0467000429 | STIMSON INDUSTRIAL PARK | Industrial | BINMIC | Water-Related |
| 1125039029 | VACANT LAND ¹ | Vacant | BINMIC | Water-Related |

¹ Parcels that were added for the FEIS evaluation.



Figure B-1. Parcels Abutting or Gaining Access across the Trail for the Shilshole South Alternative

Appendix C

Appendix B: Water-Dependent and Water-Related Uses Along the Shilshole North Alternative in the DEIS is now Appendix C. Table C-1 lists and Figure C-1 shows all parcels that are abutting or gaining access across the trail for the Shilshole North Alternative and used to analyze impacts for this alternative. Water-dependency applies only to parcels within the shoreline district. **Page B-1, Table B-1.** Page and table heading are changed to C-1.

Table C-1. Parcels Abutting or Gaining Access across the Shilshole North Alternative

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|-------------------------------------|-------------------|------------------------------|---|
| 0467000800 | HIRAM CHITTENDON LOCKS ¹ | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |
| 1125039012 | HIRAM CHITTENDON LOCKS ¹ | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |
| 1125039004 | HABITUDE SALON | Commercial | Ballard Hub | No |
| 1125039097 | RESTAURANT/RETAIL BUILDING | Commercial | Ballard Hub | No |
| 1175000995 | RETAIL -FOOD PROCESSING | Parking | Ballard Hub | No |
| 2767702320 | COVICH & WILLIAMS | Industrial | Ballard Hub | Water-Related |
| 2767702570 | OFFICE AND RETAIL BUILDING | Commercial | Ballard Hub | No |
| 2767702591 | SALMON BAY SAND & GRAVEL | Industrial | Ballard Hub | No |
| 2767702830 | RETAIL | Commercial | Ballard Hub | No |
| 2767702831 | AZTECA RESTAURANT | Commercial | Ballard Hub | No |
| 1125039009 | BALLARD TRANSFER & STORES | Commercial | Ballard Hub | No |
| 1125039011 | OFFICE BUILDING | Commercial | Ballard Hub | No |
| 1125039037 | VACANT LAND | Vacant | Ballard Hub | No |
| 1125039077 | LIEB MARINE SERVICES | Industrial | Ballard Hub | No |
| 1175001225 | LOCKSPOT CAFE | Commercial | Ballard Hub | No |
| 1175001235 | TRIAD BALLARD DEVELOPMENT | Industrial | Ballard Hub | Water-Related |
| 8673400270 | FEN PRO | Industrial | Ballard Hub | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|------------------------------------|-----------------|-------------|---|
| 8673400285 | FEN PRO | Industrial | Ballard Hub | No |
| 8673400305 | FEN PRO | Industrial | Ballard Hub | No |
| 8673400350 | FEN PRO | Industrial | Ballard Hub | No |
| 2767702190 | EURO PRODUCTS INC | Industrial | BINMIC | No |
| 2767702230 | ALEXANDER'S CONTRACTOR LIGHTING | Industrial | BINMIC | No |
| 2767702260 | UNITED ELECTRIC MOTORS | Industrial | BINMIC | No |
| 2767702270 | WAREHOUSE/INDUSTRIAL BUILDINGS | Industrial | BINMIC | No |
| 2767702290 | VILLAGE MARINE | Industrial | BINMIC | No |
| 2767702295 | STEWART'S MARINE | Industrial | BINMIC | No |
| 2767702355 | BALLARD SHEET METAL | Industrial | BINMIC | Water-Related |
| 2767702357 | BALLARD HARDWARE | Industrial | BINMIC | No |
| 2767702360 | BALLARD HARDWARE | Industrial | BINMIC | No |
| 2767702400 | CANVAS SUPPLY CO | Commercial | BINMIC | No |
| 2767702410 | SALMON BAY SAND & GRAVEL | Industrial | BINMIC | No |
| 2767702420 | KOLSTAD'S | Commercial | BINMIC | No |
| 2767702445 | DANTRAWL U.S. | Industrial | BINMIC | Water-Related |
| 2767702460 | MARINE WORKS INC | Industrial | BINMIC | Water-Related |
| 2767702470 | STORAGE LOT | Vacant | BINMIC | No |
| 2767702471 | METRO PUMPING STATION | Other | BINMIC | No |
| 2767702480 | office/book store | Commercial | BINMIC | No |
| 2767702483 | SALMON BAY SAND & GRAVEL | Industrial | BINMIC | No |
| 2767702605 | SALMON BAY SAND & GRAVEL | Industrial | BINMIC | No |
| 2767702615 | SALMON BAY SAND & GRAVEL CO | Industrial | BINMIC | No |
| 2767702620 | C&C PAINT CO | Industrial | BINMIC | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|---|-----------------|-------------|---|
| 2767702630 | SALMON BAY SAND & GRAVEL | Industrial | BINMIC | No |
| 2767702640 | SALMON BAY SAND & GRAVEL | Industrial | BINMIC | No |
| 2767702645 | HATTIES HAT PARKING | Parking | BINMIC | No |
| 2767702655 | STIMSON CO | Commercial | BINMIC | No |
| 2767702660 | PARKING | Parking | BINMIC | No |
| 2767702750 | RESTAURANT | Commercial | BINMIC | No |
| 2767702760 | BALLARD BOOKCASE | Industrial | BINMIC | No |
| 2767702765 | MAGNUM SELF STORAGE | Industrial | BINMIC | No |
| 2767702795 | J DESIGN FABRICATION CONSTRUCTION | Industrial | BINMIC | No |
| 2767702800 | BALLARD BAIT | Industrial | BINMIC | No |
| 2767702805 | GEO LEE'S GARAGE | Industrial | BINMIC | No |
| 2767702810 | PETERSEN'S 4 WHEEL | Industrial | BINMIC | No |
| 2767702820 | OFFICE BLDG | Commercial | BINMIC | No |
| 2767702825 | RETAIL/SVC GARAGE | Industrial | BINMIC | No |
| 2768303070 | PLATT ELECTRIC | Industrial | BINMIC | No |
| 2768303080 | BAY VALUE SERVICE | Industrial | BINMIC | No |
| 2768303100 | BN RR RW | Vacant | BINMIC | No |
| 2768303105 | ALGAS SDI | Industrial | BINMIC | No |
| 2768303115 | SALTY DOG POTTERY & THE BOATWRIGHT | Industrial | BINMIC | No |
| 2768303190 | BALLARD BLOCKS 1 - TRADER JOES/LINE RETAIL/RETAIL/PARKING | Commercial | BINMIC | No |
| 2768303225 | NEW CONSTRUCTION | Residential | BINMIC | No |
| 2768303229 | BALLARD BLOCKS 1 - HEALTH CLUB/LINE RETAIL/PARKING | Commercial | BINMIC | No |
| 2768303430 | RADTKE MARINE | Industrial | BINMIC | No |

¹ Parcels that were added for the FEIS evaluation.

Appendix D

Appendix C: Water-Dependent and Water-Related Uses Along the Ballard Avenue Alternative in the DEIS is now Appendix D. Table D-1 lists and Figure D-1 shows all parcels that are abutting or gaining access across the trail for the Ballard Avenue Alternative and used to analyze impacts for this alternative. Water-dependency applies only to parcels within the shoreline district. **Page C-1, Table C-1.** Page and table heading are changed to D-1.

Table D-1. Parcels Abutting or Gaining Access across the Ballard Avenue Alternative

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|-------------------------------------|-------------------|------------------------------|---|
| 0467000800 | HIRAM CHITTENDON LOCKS ¹ | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |
| 1125039012 | HIRAM CHITTENDON LOCKS ¹ | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |
| 1125039119 | EASEMENT RIGHT-OF-WAY ¹ | Transportation | Ballard Hub | No |
| 1175001225 | LOCKSPOT CAFE | Commercial | Ballard Hub | No |
| 1175001235 | TRIAD BALLARD DEVELOPMENT | Industrial | Ballard Hub | Water-Related |
| 2767700995 | CLASSIC CONSIGNMENT STORE | Commercial | Ballard Hub | No |
| 2767701000 | PARKING LOT | Commercial | Ballard Hub | No |
| 2767701030 | THE KRESS BUILDING | Commercial | Ballard Hub | No |
| 2767701036 | CHASE | Commercial | Ballard Hub | No |
| 2767701055 | BALLARD BUILDING | Commercial | Ballard Hub | No |
| 2767701080 | BALLARD SQUARE | Commercial | Ballard Hub | No |
| 2767701115 | LIMBACK LUMBER COMPANY | Industrial | Ballard Hub | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|---|-----------------|-------------|---|
| 2767701130 | AMLI BALLARD JACOBSEN SITE MIXED USE APARTMENT | Residential | Ballard Hub | No |
| 2767701135 | AMLI BALLARD JACOBSEN SITE MIXED USE APARTMENT - BLDG ON MINOR 1150 | Residential | Ballard Hub | No |
| 2767701136 | VACANT LAND ASSOC w/ - 1150 | Residential | Ballard Hub | No |
| 2767701150 | AMLI BALLARD JACOBSEN SITE MIXED USE APARTMENT | Residential | Ballard Hub | No |
| 2767701155 | AMLI BALLARD JACOBSEN SITE MIXED USE APARTMENT | Residential | Ballard Hub | No |
| 2767702305 | MIXED USE RETAIL W/RES. UNIT | Residential | Ballard Hub | No |
| 2767702306 | MIXED USE OFFICE AND RETAIL BUILDING | Commercial | Ballard Hub | No |
| 2767702320 | COVICH & WILLIAMS | Industrial | Ballard Hub | Water-Related |
| 2767702325 | COVICH - WILLIAMS | Commercial | Ballard Hub | No |
| 2767702330 | LOFT & BALLARD PIZZA | Commercial | Ballard Hub | No |
| 2767702335 | DOCK ST BROKERS | Commercial | Ballard Hub | No |
| 2767702340 | AMERICAN PIONEER/BALLARD LOFT OFFICE LIVE/WORK | Commercial | Ballard Hub | No |
| 2767702500 | MIXED USE RETAIL W/APARTMENT | Residential | Ballard Hub | No |
| 2767702501 | SFR HOUSE STRUCTURE USE AS OPEN OFFICE | Residential | Ballard Hub | No |
| 2767702505 | RETAIL STORE | Commercial | Ballard Hub | No |
| 2767702510 | MIXED USE APARTMENT & RETAIL STORE | Residential | Ballard Hub | No |
| 2767702515 | SANBORN & NEW HOME HOTEL BUILDINGS | Commercial | Ballard Hub | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|---|----------------------|----------------|---|
| 2767702525 | RETAIL STORE | Commercial | Ballard Hub | No |
| 2767702530 | RESTAURANT/RETAIL STORE | Commercial | Ballard Hub | No |
| 2767702535 | RESTAURANT | Commercial | Ballard Hub | No |
| 2767702541 | NORTH STAR | Commercial | Ballard Hub | No |
| 2767702550 | PERCY'S (Former OLD TOWN ALE HOUSE) | Commercial | Ballard Hub | No |
| 2767702551 | BITTERROOT BBQ | Commercial | Ballard Hub | No |
| 2767702555 | HATTIES HAT RESTAURANT | Commercial | Ballard Hub | No |
| 2767702556 | RETAIL/OFFICE MIXED USE BUILDING | Commercial | Ballard Hub | No |
| 2767702565 | RETAIL/OFFICE/STORAGE MIXED-USE BUILDING | Commercial | Ballard Hub | No |
| 2767702570 | OFFICE AND RETAIL BUILDING | Commercial | Ballard Hub | No |
| 2767702575 | SECOND ASCENT | Commercial | Ballard Hub | No |
| 2767702580 | RESTAURANT | Commercial | Ballard Hub | No |
| 2767702581 | NEW YORK FASHION ACADEMY | Commercial | Ballard Hub | No |
| 2767702735 | PORTLAND BLDG | Residential | Ballard Hub | No |
| 2767702835 | RETAIL STORES | Commercial | Ballard Hub | No |
| 2767702850 | BALLARD CENTENIAL BELL TOWER | Parks/ Open Space | Ballard Hub | No |
| 2767702855 | MIXED-USE RESTAURANT AND APARTMENT | Residential | Ballard Hub | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|----------------------|-----------------|----------------|---|
| 8673400135 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400136 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400139 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400140 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400150 | ROYAL QUARTER APTS | Residential | Ballard Hub | No |
| 8673400155 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400156 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400157 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400158 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400165 | TOWNHOUSE PLAT | Residential | Ballard Hub | No |
| 8673400166 | TOWNHOUSE PLAT | Residential | Ballard Hub | No |
| 8673400169 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400170 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400175 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400176 | TOWNHOUSE | Residential | Ballard Hub | No |
| 8673400180 | TOWNHOUSE UNIT A | Residential | Ballard Hub | No |
| 8673400181 | TOWNHOUSE UNIT B | Residential | Ballard Hub | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|--|-----------------|-------------|---|
| 8673400185 | BALLARD III CONGREGATE ROOMING HOUSE | Other | Ballard Hub | No |
| 8673400190 | PRIVATE | Residential | Ballard Hub | No |
| 8673400191 | PRIVATE | Residential | Ballard Hub | No |
| 8673400192 | PRIVATE | Residential | Ballard Hub | No |
| 8673400200 | AWAITING PROPOSED NEW RETAIL/OFFICE BUILDING | Vacant | Ballard Hub | No |
| 8673400350 | FEN PRO | Industrial | Ballard Hub | No |
| 1125039109 | SEG FROM 11250391070 ¹ | Parking | Ballard Hub | Water-Related |
| 2767702190 | EURO PRODUCTS INC | Industrial | BINMIC | No |
| 2767702205 | WHITEFISH MARINE INC | Industrial | BINMIC | No |
| 2767702215 | THERMO-SONIC GLASS | Industrial | BINMIC | No |
| 2767702220 | ANDERSON REFRIGERATION-MARINE | Industrial | BINMIC | No |
| 2767702225 | ANDERSON REFRIGERATION | Industrial | BINMIC | No |
| 2767702230 | ALEXANDER'S CONTRACTOR LIGHTING | Industrial | BINMIC | No |
| 2767702240 | POR MI 2230 | Vacant | BINMIC | No |
| 2767702260 | UNITED ELECTRIC MOTORS | Industrial | BINMIC | No |
| 2767702345 | Warehouse | Industrial | BINMIC | No |
| 2767702350 | BALLARD SHEET METAL | Industrial | BINMIC | No |
| 2767702355 | BALLARD SHEET METAL | Industrial | BINMIC | Water-Related |
| 2767702357 | BALLARD HARDWARE | Industrial | BINMIC | No |
| 2767702360 | BALLARD HARDWARE | Industrial | BINMIC | No |
| 2767702375 | ED SMITH CONSTRUCTION | Industrial | BINMIC | No |
| 2767702376 | KOLSTRAND | Commercial | BINMIC | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|------------------------------------|-----------------|-------------|---|
| 2767702390 | SALMON BAY SAND & GRAVEL | Industrial | BINMIC | No |
| 2767702400 | CANVAS SUPPLY CO | Commercial | BINMIC | No |
| 2767702480 | OFFICE/BOOK STORE | Commercial | BINMIC | No |
| 2768303245 | LAND | Vacant | BINMIC | No |
| 2768303385 | BOWMAN REFRIGERATION | Industrial | BINMIC | No |
| 2768303415 | MORAD ELECTRIC | Industrial | BINMIC | No |
| 2768303430 | RADTKE MARINE | Industrial | BINMIC | No |
| 2768303435 | BN RR RW | Vacant | BINMIC | No |
| 2768400010 | RESTAURANT | Commercial | BINMIC | No |
| 0467000784 | JACOBSON BROTHERS INC ¹ | Industrial | BINMIC | Water-Dependent |
| 1125039017 | SEABORN INC. ¹ | Industrial | BINMIC | Water-Dependent |
| 1125039029 | VACANT LAND ¹ | Vacant | BINMIC | Water-Related |

¹ Parcels that were added for the FEIS evaluation.

Appendix E

Appendix D: Water-Dependent and Water-Related Uses Along the Leary Alternative in the DEIS is now Appendix E. Table E-1 lists and Figure E-1 shows all parcels that are abutting or gaining access across the trail for the Ballard Avenue Alternative and used to analyze impacts for this alternative. Water-dependency applies only to parcels within the shoreline district. **Page D-1, Table D-1.** Page and table heading are changed to E-1.

Table E-1. Parcels Abutting or Gaining Access across the Leary Alternative

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|-------------------------------------|-------------------|------------------------------|---|
| 0467000800 | HIRAM CHITTENDON LOCKS ¹ | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |
| 1125039012 | HIRAM CHITTENDON LOCKS ¹ | Parks/ Open Space | Not in BINMIC or Ballard Hub | Water-Dependent |
| 1125039004 | HABITUDE SALON | Commercial | Ballard Hub | No |
| 1125039009 | BALLARD TRANSFER & STORES | Commercial | Ballard Hub | No |
| 1125039011 | OFFICE BUILDING | Commercial | Ballard Hub | No |
| 1125039037 | VACANT LAND | Vacant | Ballard Hub | No |
| 1125039077 | LIEB MARINE SERVICES | Industrial | Ballard Hub | No |
| 1125039097 | RESTAURANT/RETAIL BUILDING | Commercial | Ballard Hub | No |
| 1175000995 | RETAIL -FOOD PROCESSING | Parking | Ballard Hub | No |
| 1175001225 | LOCKSPOT CAFE | Commercial | Ballard Hub | No |
| 1175001235 | TRIAD BALLARD DEVELOPMENT | Industrial | Ballard Hub | Water-Related |
| 2767702685 | STOREFRONT RETAIL | Commercial | Ballard Hub | No |
| 2767702830 | RETAIL | Commercial | Ballard Hub | No |
| 2767702831 | AZTECA RESTAURANT | Commercial | Ballard Hub | No |
| 2767702835 | RETAIL STORES | Commercial | Ballard Hub | No |
| 2767702870 | RETAIL | Commercial | Ballard Hub | No |
| 2767702875 | RETAIL | Commercial | Ballard Hub | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|--|----------------------|-------------|---|
| 2767702880 | PARK | Parks/ Open Space | Ballard Hub | No |
| 2767702890 | RETAIL STORE | Commercial | Ballard Hub | No |
| 2767702895 | BALLARD CONSIGNMENT | Commercial | Ballard Hub | No |
| 2767702900 | SKARBROS FURNITURE | Commercial | Ballard Hub | No |
| 2767702905 | CANAL STATION CONDOMINIUM SALES AND LEASING OFFICE | Commercial | Ballard Hub | No |
| 2767702910 | PARKING LOT | Parking | Ballard Hub | No |
| 2767702915 | BALLARD LANDMARK | Residential | Ballard Hub | No |
| 2767702945 | OFFICE BUILDING | Commercial | Ballard Hub | No |
| 2767702950 | KING HOTEL BUILDING | Commercial | Ballard Hub | No |
| 2767702955 | PARKING | Commercial | Ballard Hub | No |
| 2767702960 | OLYMPIC ATHLETIC CLUB | Commercial | Ballard Hub | No |
| 2767703065 | CURTIS BLDG | Residential | Ballard Hub | No |
| 2767703075 | PARKING CARTER VOLKSWAGEN | Commercial | Ballard Hub | No |
| 2767703095 | CARTER VW SAAB SHOWROOM/SALES | Commercial | Ballard Hub | No |
| 2767703110 | HATCH & KIRK | Commercial | Ballard Hub | No |
| 2767703120 | WAREHOUSE/OFFICE | Commercial | Ballard Hub | No |
| 2767703180 | STG YARD FOR ITT HARPER | Industrial | Ballard Hub | No |
| 2767703190 | HATCH & KIRK | Industrial | Ballard Hub | No |
| 2767703205 | RICH ELECTRONICS | Commercial | Ballard Hub | No |
| 2767703215 | WHSE | Industrial | Ballard Hub | No |
| 2767703220 | HILL MACHINE | Industrial | Ballard Hub | No |
| 8673400270 | FEN PRO | Industrial | Ballard Hub | No |
| 8673400285 | FEN PRO | Industrial | Ballard Hub | No |
| 8673400305 | FEN PRO | Industrial | Ballard Hub | No |

| <i>Property ID</i> | <i>Property Name</i> | <i>Land Use</i> | <i>Area</i> | <i>Water-Dependent or Water- Related?</i> |
|--------------------|---|-----------------|-------------|---|
| 8673400350 | FEN PRO | Industrial | Ballard Hub | No |
| 2767702065 | COALITION SPECIALISTS | Industrial | BINMIC | No |
| 2767702070 | HILL AUTO PARTS | Commercial | BINMIC | No |
| 2767702080 | CRAIG SPRINGS | Industrial | BINMIC | No |
| 2767702090 | HIGH ROAD AUTOMOTIVE | Industrial | BINMIC | No |
| 2767702115 | MIX USE WAREHOUSE | Industrial | BINMIC | No |
| 2767702125 | NEW IMP CARRIED ON -2115 | Industrial | BINMIC | No |
| 2767702825 | RETAIL/SVC GARAGE | Industrial | BINMIC | No |
| 2768302590 | MARS HILL CHURCH/ | Other | BINMIC | No |
| 2768302690 | OFFICE/MEDICAL | Other | BINMIC | No |
| 2768302700 | PARKING | Commercial | BINMIC | No |
| 2768302735 | U-HAUL STORAGE LOT | Commercial | BINMIC | No |
| 2768302745 | U-HAUL | Commercial | BINMIC | No |
| 2768302750 | BIG 5 SPORTS/RETAIL | Commercial | BINMIC | No |
| 2768302795 | VACANT-INDUSTRIAL | Vacant | BINMIC | No |
| 2768302825 | JACK IN THE BOX/7-11 (IMPS ON MINOR 2900) | Commercial | BINMIC | No |
| 2768302900 | JACK IN THE BOX/7-11 | Commercial | BINMIC | No |
| 2768302930 | DEPT OF SOCIAL & HEALTH SERVICES | Commercial | BINMIC | No |
| 2768303520 | GOVERNMENT BLD-POST OFFICE DISTRIBUTION | Other | BINMIC | No |

¹ Parcels that were added for the FEIS evaluation.

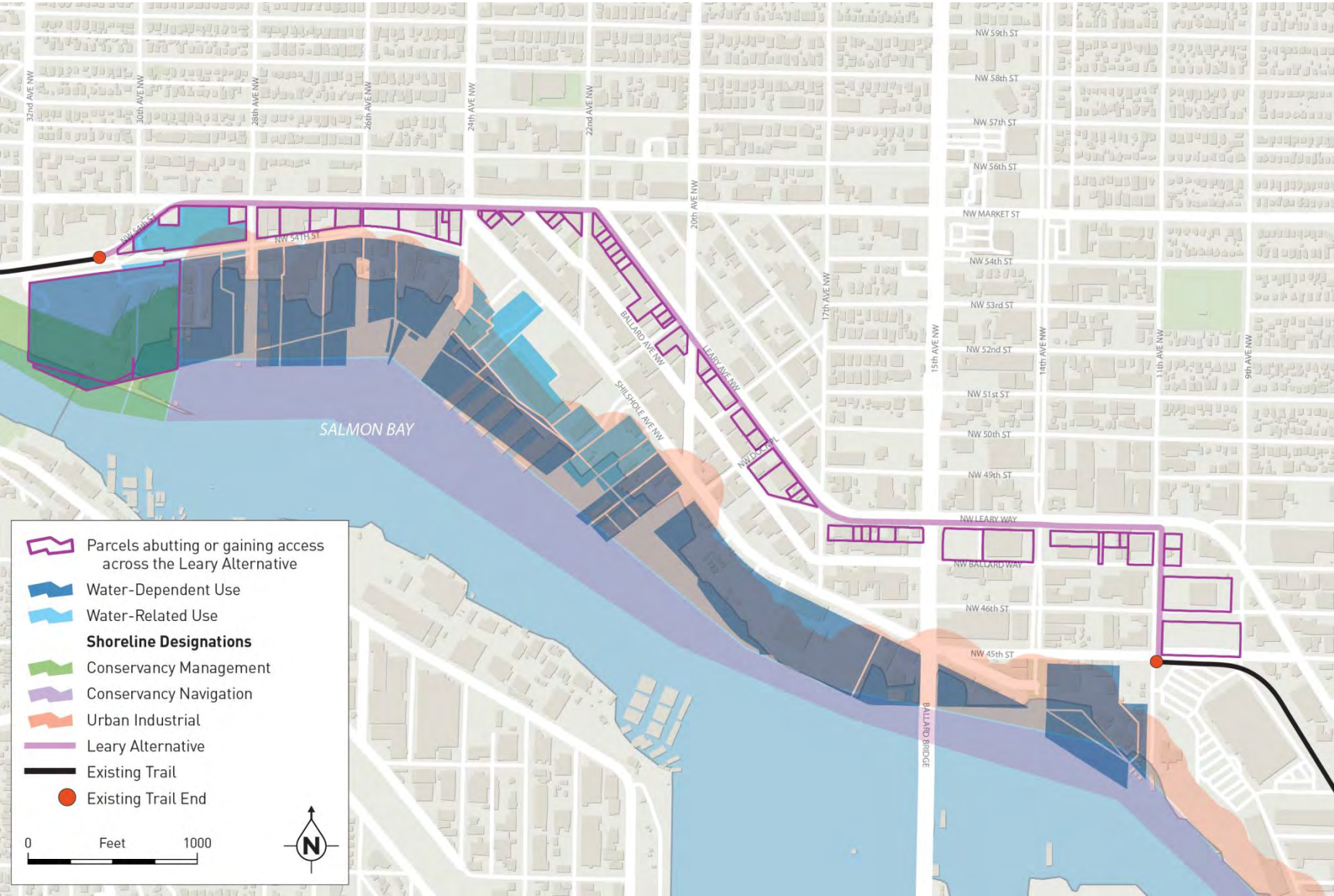


Figure E-1. Parcels Abutting or Gaining Access across the Trail for the Leary Alternative

Appendix F

Appendix E: Summary of Alternative Consistency with the Comprehensive Plan’s Goals and Policies in the DEIS is now Appendix F. It has been updated with the Seattle 2035 Comprehensive Plan goals and policies and has been renamed “Summary of Alternative Consistency with Comprehensive Plan Goals and Policies Crosswalk.” It is important to note that the definition of an urban village changed between the 2005 and the 2035 Comprehensive Plans. In the 2005 Comprehensive Plan, urban villages included four categories: urban centers, manufacturing/industrial centers, hub urban villages, and residential urban villages. The 2035 Comprehensive Plan includes three types: urban centers, hub urban villages, and residential urban villages. Manufacturing/industrial centers are part of the urban village strategy but are not considered urban villages. Rather, they are defined as one of the two areas in Seattle that the Comprehensive Plan designates as places where industrial land uses are encouraged and nonindustrial land uses are either prohibited or strictly limited.

Page E-1 to E-13. Page numbers are changed to F-1 to F-13 and the table heading is changed to F-1.

In the crosswalk table below, goals and policies from the two Comprehensive Plans are grouped by similar theme or content. Goals and policies from the 2005 Comprehensive Plan are identified by (2005); goals and policies from the Seattle 2035 Comprehensive Plan, adopted in 2016, are identified by (2016). Where an alternative is consistent with the policy, it is marked with an X. Where an alternative is inconsistent with the policy, it is marked with an O. In some instances, the alternative is partially consistent, or is neutral, neither supportive nor contrary to the policy.

Table F-1. Summary of Alternative Consistency with Comprehensive Plan’s Goals and Policies Crosswalk

| | <i>No Build</i> | <i>Preferred Alternative</i> | <i>Shilshole South Alternative</i> | <i>Shilshole North Alternative</i> | <i>Ballard Avenue Alternative</i> | <i>Leary Alternative</i> |
|--|--|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| Urban Village Element (UV) (2005), Growth Strategy (GS) (2016) and Parks and Open Space (P) Goals and Policies | | | | | | |
| UVG3 (2005) | Promote transportation improvements that support walking and other transportation strategies, especially within urban villages. | | | | | |
| GS 1.7 (2016) | Promote levels of density, mixed-uses, and transit improvements in urban centers and villages that will support walking, biking, and use of public transportation. | | | | | |
| Alternatives’ consistency with policies | O | X | X | X | X | X |
| | <i>All Build Alternatives would promote walking and other transportation strategies. The No Build Alternative would not promote non-motorized transportation strategies.</i> | | | | | |

NOTES:

X = THE ALTERNATIVE IS CONSISTENT WITH THE GOAL OR POLICY.

O = THE ALTERNATIVE IS INCONSISTENT WITH THE GOAL OR POLICY.

IN SOME INSTANCES, THE ALTERNATIVE IS PARTIALLY CONSISTENT, OR IS NEUTRAL, NEITHER SUPPORTIVE NOR CONTRARY TO THE POLICY.

| | <i>No Build</i> | <i>Preferred Alternative</i> | <i>Shilshole South Alternative</i> | <i>Shilshole North Alternative</i> | <i>Ballard Avenue Alternative</i> | <i>Leary Alternative</i> |
|---|--|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| UVG6 (2005) | Accommodate a range of employment activity to ensure employment opportunities are available for the city’s diverse residential population, including maintaining healthy manufacturing and industrial areas. | | | | | |
| GS 2.2 (2016) | Base twenty-year growth estimates for each urban center and manufacturing/ industrial center on the following criteria: Citywide targets for housing and job growth adopted in the Countywide Planning Policies, the role of the center in regional growth management planning, the most recently adopted subarea plan for the center, level of transit service, existing zoning capacity for additional commercial and residential development, existing densities, current development conditions, recent development trends, and plans for private or public development, such as by major institutions, plans for infrastructure, public amenities, and services that could attract or support additional growth, and access to employment for, and potential displacement of, marginalized populations. | | | | | |
| Alternatives’ consistency with policies | X | X | X | X | X | X |
| | <i>All alternatives would support job growth. The No Build Alternative would allow continued use of right-of-way for existing uses to grow and expand. All Build Alternatives would provide greater commuting options and would not displace any existing uses.</i> | | | | | |
| UVG8 (2005) | Maximize the benefit of public investment in infrastructure and services, and deliver those services more equitably by focusing new infrastructure and services, as well as maintenance and improvements to existing infrastructure and services, in areas expecting to see additional growth, and by focusing growth in areas with sufficient infrastructure and services to support that growth. | | | | | |
| GS 1.7 (2016) | Distribute public investments to address current inequities, recognizing the need to also serve growing communities. | | | | | |
| GS 2.4 (2016) | Work toward a distribution of growth that eliminates racial and social disparities by growing great neighborhoods throughout the city, with equitable access for all and with community stability that reduces the potential for displacement. | | | | | |
| Alternatives’ consistency with policies | O | X | X | X | X | X |
| | <i>All Build Alternatives would improve the infrastructure in areas targeted for growth. The No Build Alternative does not provide infrastructure growth, and does not support additional access to the Ballard neighborhood.</i> | | | | | |
| UVG10 (2005) | Increase public safety by making villages places that people will be drawn to at all times of the day. | | | | | |

NOTES:

X = THE ALTERNATIVE IS CONSISTENT WITH THE GOAL OR POLICY.

O = THE ALTERNATIVE IS INCONSISTENT WITH THE GOAL OR POLICY.

IN SOME INSTANCES, THE ALTERNATIVE IS PARTIALLY CONSISTENT, OR IS NEUTRAL, NEITHER SUPPORTIVE NOR CONTRARY TO THE POLICY.

| | <i>No Build</i> | <i>Preferred Alternative</i> | <i>Shilshole South Alternative</i> | <i>Shilshole North Alternative</i> | <i>Ballard Avenue Alternative</i> | <i>Leary Alternative</i> |
|---|--|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| GS G3.27 (2016) | Use the principles of crime prevention through environmental design for public spaces, where appropriate. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>All Build Alternatives would be designed to promote non-motorized access to the Ballard areas, and would promote crime prevention to the greatest extent possible.</i> | | | | | |
| UVG11 (2005) | Promote physical environments of the highest quality, which emphasize the special identity of each of the city's neighborhoods, particularly within urban centers and villages. | | | | | |
| GS 1.7 (2016) | Promote levels of density, mixed-uses, and transit improvements in urban centers and villages that will support walking, biking, and use of public transportation. | | | | | |
| Alternatives' consistency with policies | O | Partially | Partially | Partially | Partially | Partially |
| | <i>All the Build Alternatives would support walking and biking. All alternatives are partially in the Ballard Hub Urban Village and partially within the BINMIC. The Ballard and Leary Alternatives have more of the trail in the Ballard Hub Urban Village and therefore better support improvements in that urban village.</i> | | | | | |
| UV2 (2005) | Promote conditions that support healthy neighborhoods throughout the city... such as focused transportation demand management strategies, vital business districts... a range of park and open space facilities, and investment and reinvestment in neighborhoods. | | | | | |
| GS 1.22 (2016) | Support healthy neighborhoods throughout the city so that all residents have access to a range of housing choices, as well as access to parks, open space, and services. | | | | | |
| GS 1.6 (2016) | Plan for development in urban centers and urban villages in ways that will provide all Seattle households, particularly marginalized populations, with better access to services, transit, and educational and employment opportunities. | | | | | |
| Alternatives' consistency with policies | O | Partially | Partially | Partially | Partially | Partially |
| | <i>All the Build Alternatives would support walking and biking. All alternatives are partially in the Ballard Hub Urban Village and partially within the BINMIC. The Ballard and Leary Alternatives have more of the trail in the Ballard Hub Urban Village and therefore better support development in that urban village.</i> | | | | | |

NOTES:

X = THE ALTERNATIVE IS CONSISTENT WITH THE GOAL OR POLICY.

O = THE ALTERNATIVE IS INCONSISTENT WITH THE GOAL OR POLICY.

IN SOME INSTANCES, THE ALTERNATIVE IS PARTIALLY CONSISTENT, OR IS NEUTRAL, NEITHER SUPPORTIVE NOR CONTRARY TO THE POLICY.

| | <i>No Build</i> | <i>Preferred Alternative</i> | <i>Shilshole South Alternative</i> | <i>Shilshole North Alternative</i> | <i>Ballard Avenue Alternative</i> | <i>Leary Alternative</i> |
|---|---|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| UV3 (2005) | Consider the following characteristics appropriate to all urban village categories except Manufacturing and Industrial Centers: 10. Parks, open spaces, street designs, and recreational facilities that enhance environmental quality, foster public health and attract residential and commercial development; 11. A place, amenity, or activity that serves as a community focus. | | | | | |
| GS 1.10 (2016) | Establish urban centers and urban villages using the guidelines described in Growth Strategy Figure 1 of the Comprehensive Plan, which emphasizes access to surrounding neighborhoods and transit centers through connected bicycle lanes and/or sidewalks in all urban village categories. | | | | | |
| Alternatives' consistency with policies | O | Partially | Partially | Partially | Partially | Partially |
| | <i>All alternatives are partially in the Ballard Hub Urban Village and partially within the BINMIC. The policy is supported to the extent that the trail lies within the Ballard Hub Urban Village, and not supported to the extent that the trail lies within the manufacturing and industrial center.</i> | | | | | |
| UV4 (2005) | Consider the following characteristics appropriate to Manufacturing and Industrial Centers: 3. The ability to accommodate a range of industrial activity compatible with the overall function, character, and intensity of development specified for the center. | | | | | |
| GS 1.15 (2016) | Designate areas as manufacturing/industrial centers consistent with the following characteristics and with the Countywide Planning Policies: existing zoning that promotes manufacturing, warehousing, and distribution uses; zoning that discourages uses that pose short- or long-term conflicts with industrial uses, or that threaten to convert significant amounts of industrial land to nonindustrial uses; zoning that strictly limits residential uses and discourages land uses that are not compatible with industrial uses; buffers that protect neighboring, less intensive land uses from the impacts associated with industrial activity (provided by generally maintaining existing buffers, including existing industrial buffer zones); sufficient zoning capacity to accommodate a minimum of ten thousand jobs; relatively flat terrain allowing for efficient industrial processes; and reasonable access to the regional highway, rail, air, and/or waterway systems for transportation of goods. | | | | | |
| Alternatives' consistency with policies | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| | <i>None of the alternatives would affect the characteristics of the portions of the project area in manner that would change the applicability of the manufacturing/industrial center designation. All alternatives would accommodate the existing range of industrial activity in the BINMIC without significant impact to overall land uses.</i> | | | | | |
| UV9 (2005) | Preserve developments of historic, architectural, or social significance that contribute to the identity of an area. | | | | | |

NOTES:

X = THE ALTERNATIVE IS CONSISTENT WITH THE GOAL OR POLICY.

O = THE ALTERNATIVE IS INCONSISTENT WITH THE GOAL OR POLICY.

IN SOME INSTANCES, THE ALTERNATIVE IS PARTIALLY CONSISTENT, OR IS NEUTRAL, NEITHER SUPPORTIVE NOR CONTRARY TO THE POLICY.

| | <i>No Build</i> | <i>Preferred Alternative</i> | <i>Shilshole South Alternative</i> | <i>Shilshole North Alternative</i> | <i>Ballard Avenue Alternative</i> | <i>Leary Alternative</i> |
|---|--|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| GS 3.9 (2016) | Preserve characteristics that contribute to communities' general identity, such as block and lot patterns and areas of historic, architectural, or social significance. | | | | | |
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>All alternatives would preserve neighborhood characteristics of historic, architectural, or social significance. No building demolition would occur and no change in lot pattern. The Ballard Avenue Alternative would require approval of the Historic District Review Board.</i> | | | | | |
| UV10 (2005) | Maintain and enhance retail commercial services throughout the city, especially in areas attractive to pedestrians and transit riders, to support concentrations of residential and employment activity, with special emphasis on serving urban villages. | | | | | |
| GS 1.10 (2016) | Establish urban centers and urban villages using the guidelines described in Growth Strategy Figure 1 of the Comprehensive Plan, which emphasizes access to retail and commercial services, especially in urban centers and villages. | | | | | |
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>All alternatives would allow access to services to be maintained through enhanced nonmotorized access. Build Alternatives could encourage entertainment and retail activity.</i> | | | | | |
| UVG15 (2005) | Guide public and private activities to achieve the function, character, amount of growth, intensity of activity, and scale of development of each urban village consistent with its urban village designation and adopted neighborhood plan. | | | | | |
| GS 1.2 (2016) | Encourage investments and activities in urban centers and urban villages that will enable those areas to flourish as compact mixed-use neighborhoods designed to accommodate the majority of the city's new jobs and housing. | | | | | |
| Alternatives' consistency with policies | O | Partially | Partially | Partially | Partially | Partially |
| | <i>The No Build Alternative is inconsistent with Ballard Hub Urban Village plans that encourage nonmotorized transportation, increased recreation, and creation of open spaces. The Build Alternatives are all partially within the BINMIC, where some policies discourage a nonmotorized through trail.</i> | | | | | |
| UVG34 (2005) | Provide healthy spaces for children and their families to play; for more passive activities such as strolling, sitting, viewing, picnicking, public gatherings, and enjoying the natural environment; and for active uses such as community gardening, competitive sports, and running. | | | | | |

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|---|---|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| P1.10 (2016) | Create healthy places for children and adults to play, as well as areas for more passive strolling, viewing, and picnicking. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>All the Build Alternatives support passive recreation through creation of a safe place to walk.</i> | | | | | |
| UVG38 (2005) | Through the creation, preservation, and enhancement of the city's open spaces, support the development patterns called for by this plan and provide spaces for sports and recreation. | | | | | |
| P 1.13 (2016) | Make the most of the limited available land by developing parks and open spaces so that they can accommodate a variety of active and passive recreational uses. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>All the Build Alternatives support active recreation by providing a multi-use trail.</i> | | | | | |
| UVG36 (2005) | Enhance the urban village strategy through the provision of amenities in more densely populated areas, increased opportunities to walk regularly to open spaces by providing them close by, connections linking urban centers and villages through the provision of urban trails and other means, and a network of connections to the regional open space system. | | | | | |
| P 1.14 (2016) | Design urban villages to be walkable, using approaches such as clear street grids, pedestrian connections between major activity centers, incorporation of public open spaces, and commercial buildings with retail and active uses that flank the sidewalk. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>All Build Alternatives are partially in the Ballard Hub Urban Village and thus support a walkable urban village. All the Build Alternatives provide a connection between activity centers and incorporate public open space.</i> | | | | | |
| UV47 (2005) | Establish, through the combined systems of urban trails, green streets and designated boulevards, a network among the city's varied open space features and urban villages and urban centers as well as connections with recreational and natural areas within the Puget Sound region. | | | | | |
| P 1.3 (2016) | Provide urban trails, green streets, and boulevards in public rights-of-way as recreation and transportation options and as ways to connect open spaces and parks to each other, to urban centers and villages, and to the regional open space system. | | | | | |
| Alternatives' | O | X | X | X | X | X |

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|---|--|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| consistency with policies | <i>All the Build Alternatives provide an urban trail that gives a recreation and transportation option.</i> | | | | | |
| UV50 (2005) | Direct efforts to expand the open space network into: urban centers and villages targeted for the largest share of residential growth and/or into locations with a recognized neighborhood plan that includes open space recommendations consistent with open space policies. Acquire and develop facilities in: critical open space linkages, connectors and corridors that are highly accessible for active use within or directly serving urban villages, high density and/or high pedestrian, bicycle or transit use areas; open space linkages, connectors, and corridors that are highly accessible for active use serving other high pedestrian, bicycle or transit use areas; and other types of open space within or adjacent to urban villages that are accessible from adjacent urban villages. | | | | | |
| P 1.1 (2016) | Continue to expand the City’s park holdings and open space opportunities, with special emphasis on serving urban centers and urban villages that are home to marginalized populations and areas that have been traditionally underserved. | | | | | |
| P 1.2 (2016) | Provide a variety of parks and open space to serve the city’s growing population consistent with the priorities and level-of-service standards identified in the City’s Park Development Plan. | | | | | |
| Alternatives’ consistency with policies | O | Partially | Partially | Partially | Partially | Partially |
| | <i>The Missing Link would connect a network gap by developing right-of-way into an active, multi-use corridor in or near high-density areas. The Ballard Hub Urban Village is targeted for residential growth; the BINMIC is targeted for job retention and growth.</i> | | | | | |
| UVG19 (2005) | Ensure that adequate accessible industrial land remains available to promote a diversified employment base and sustain Seattle’s contribution to regional high-wage job growth. | | | | | |
| Alternatives’ consistency with policies | This goal has been removed; no replacement in 2016 Comprehensive Plan. | | | | | |
| | <i>Because this policy was removed and no similar policy enacted, it is no longer applicable to this project.</i> | | | | | |
| UVG20 (2005) | Promote the use of industrial land for industrial purposes. | | | | | |
| GS 1.18 (2016) | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives’ | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |

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|---|---|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| consistency with policies | <i>All Build Alternatives would operate in existing right-of-way (not industrial land). None of the alternatives would promote the use of industrial land.</i> | | | | | |
| UVG21 (2005) | Encourage economic activity and development in Seattle’s industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas. | | | | | |
| GS 1.19 (2016) | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives’ consistency with policies | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| | <i>None of the alternatives would reduce opportunities for business retention; the Build Alternatives could discourage creation or expansion of businesses next to the trail that currently use the right-of-way for business operations, because they would no longer have as much right-of-way available for their private use.</i> | | | | | |
| UV19 (2005) | Designate as manufacturing/industrial centers areas that are generally consistent with the following criteria and relevant Countywide Planning Policies: Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods. | | | | | |
| GS 1.15 (2016) | Designate areas as manufacturing/industrial centers consistent with the following characteristics and with the Countywide Planning Policies: Reasonable access to the regional highway, rail, air, and/or waterway systems for transportation of goods. | | | | | |
| Alternatives’ consistency with policies | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| | <i>None of the alternatives would inhibit reasonable access to the regional highway rail, air, and/or waterways.</i> | | | | | |
| UV 22 (2005) | Strive to retain and expand existing manufacturing and industrial activity. | | | | | |
| GS 1.16 (2016) | Use zoning and other tools to maintain and expand existing industrial activities within the manufacturing/industrial centers. | | | | | |
| Alternatives’ consistency with policies | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| | <i>The Build Alternatives do not contribute to retaining or expanding manufacturing or other industrial activities, except by providing a better means for employees to use non-motorized transportation to travel to and from work.</i> | | | | | |

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| UV24.1 (2005) | The City should limit its own uses on land in the manufacturing/industrial centers to uses that are not appropriate in other zones and should discourage other public entities from siting non-industrial uses in manufacturing/industrial centers. An exception for essential public facilities should be provided. | | | | | |
| GS 1.17 (2016) | Limit City-owned land in the manufacturing/industrial centers to uses that are compatible with other industrial uses that are inappropriate in other zones, and discourage other public entities from siting nonindustrial uses in manufacturing/ industrial centers. | | | | | |
| Alternatives' consistency with policies | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| | <i>The Missing Link would not convert industrial land or acquire property in industrial use; it is primarily a transportation facility located in City right-of-way.</i> | | | | | |
| UV25 (2005) | Designate as hub urban villages areas that have convenient and direct connections to adjacent areas by pedestrians and bicyclists; open space amenities that include accessibility to major open space resources in the general area via either existing or potential urban trails, boulevards, or other open space links, or anticipated major public investment in open space. | | | | | |
| | Removed; no replacement in 2016 Comprehensive Plan. | | | | | |
| | <i>Because this policy was removed and no similar policy enacted, it is no longer applicable to this project.</i> | | | | | |
| Land Use Element (2005) | Goals of the Land Use Element include providing for a development pattern consistent with the urban village strategy by designating areas within the city where various types of land use activities, building forms, and intensities of development are appropriate (LUG1); fostering neighborhoods in which current and future residents and business owners will want to live, shop, work, and locate their businesses, as well as providing for a range of housing types, commercial, and industrial spaces to accommodate a broad range of people and businesses (LUG2); and encouraging, through the City's land use regulations, development that protects the public's health and maintains environmental quality (LUG3). | | | | | |
| Land Use (2016) | Goals of the Land Use Element include achieving a development pattern consistent with the urban village strategy, concentrating most new housing and employment in urban centers and villages, while also allowing some infill development compatible with the established context in areas outside centers and villages (LUG1); accommodating the full range of public services, institutions, and amenities needed to support a racially and economically diverse, sustainable urban community (LUG2); and allowing public facilities and small institutions to locate where they are generally compatible with the function, character, and scale of an area, even if some deviation from certain regulations is necessary (LUG3). | | | | | |

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|---|--|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>All the alternatives would be consistent with the land use goals, contributing to the urban village strategy and supporting a sustainable urban community.</i> | | | | | |
| Transportation Element (2005) | Goals include increased transportation choices, such as walking and biking (TG8, TG9, and TG16). It also includes goals and policies to support the growing economy by preserving and improving mobility and access for the transportation of goods and services (TG19). Additionally, the Transportation Element incorporates recognition and promotion of the urban village strategy when making transportation investments (TG28). | | | | | |
| Transportation (2016) | Goals include allocating space on Seattle's streets to safely and efficiently connect and move people and goods to their destinations while creating inviting spaces within the right-of-way (TG2), meeting people's needs by providing equitable access to, and encouraging use of, multiple transportation options (TG3), and providing and maintaining a safe transportation system that protects all travelers, particularly the most vulnerable users (TG6). <i>Policies TG8 and TG9 were changed as a part of the 2015-2035 Comprehensive Plan update and no longer apply to the project. Policies TG16, TG19, and TG28 were removed from the Comprehensive Plan as part of the update. Policy T 2.15 was added to the Transportation Chapter, and reads "Create vibrant public spaces in and near the right-of-way that foster social interaction, promote access to walking, bicycling, and transit options, and enhance the public realm.</i> | | | | | |
| Alternatives' consistency with policies | O | Partially | Partially | Partially | Partially | Partially |
| | <i>The Build Alternatives are consistent with the Ballard Hub Urban Village strategy, but less so with the BINMIC strategy due to possible delays that trail operation could cause for industrial users.</i> | | | | | |
| <i>Neighborhood Planning Element (2005) and Neighborhood Plans (2016)</i> | | | | | | |
| <i>Applicable BINMIC Goals and Policies (2005 and 2016)</i> | | | | | | |
| BI-G1 | Strive to improve industrial traffic flow to and through the BINMIC. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>Road improvements associated with each of the Build Alternatives are aimed at improving industrial flow. Traffic flow is expected to get worse under the No Build Alternative.</i> | | | | | |

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|---|--|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| BI-G2 | Facilitate truck mobility. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Partially | Partially | Partially | Partially | Partially | Partially |
| | <i>Under the No Build Alternative, existing BGT users would continue to informally use major truck streets, leading to unpredictability and additional delays at driveways. Truck mobility may be compromised at driveway accesses under the Build Alternatives where the trail intersects with driveway access. The Preferred Alternative and Shilshole Alternatives would add a light at 17th Ave NW to facilitate left turns. All Build Alternatives would restore two-way traffic on NW 45th St.</i> | | | | | |
| BI-G4 | Strive to maintain and enhance intermodal (barge, ship, rail, and truck) connections. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>All alternatives would not affect the ability to strive to maintain and enhance intermodal connections.</i> | | | | | |
| BI-G5 | Strive to maintain and promote rail service to and through the BINMIC. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>None of the alternatives would negatively affect rail service. The BTR would remain in service under all alternatives. The Preferred Alternative and the Shilshole South Alternative would require relocation of a portion of the tracks, which can be accomplished without major disruption to rail service by coordination of construction with the BTR and its customers.</i> | | | | | |
| BI-G6 | Strive to provide adequate room in the street right-of-way for truck loading and maneuvering where it will not interfere with traffic flow. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | O | O | O | O | O |
| | <i>Under all alternatives except the No Build, undesignated or designated loading zone spaces may be eliminated.</i> | | | | | |

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|---|---|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| BI-G8 | Maintain major truck routes to and within the BINMIC in good condition. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>The City will maintain major truck routes under all alternatives.</i> | | | | | |
| BI-G10 | In order to preserve freight mobility: strive to preserve and improve turning radii, visibility and sight lines, clearance and existing lane configuration of streets within the BINMIC; and consider impacts on BINMIC of changes to arterial access routes to the BINMIC. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Partially | Partially | Partially | Partially | Partially | Partially |
| | <i>Under all Build Alternatives, sight lines could be compromised at some driveways and lane configurations would change. Turning radii, visibility and sight lines, and clearances can and will all be addressed in final design, including both trail safety and business access issues. The Ballard Avenue and Leary Alternatives, which have the least amount of trail in the BINMIC, would be more consistent with this policy. The No Build Alternative would maintain but not improve existing freight mobility.</i> | | | | | |
| BI-G11 | Support commuting to work to and through the BINMIC by bicycle and walking. Two major factors to consider in trail design and operation are: 1. the operational requirements of adjacent property owners and users, as determined by the City; and 2. the safety of bicycle riders and pedestrians. The City must make every effort in trail design to meet the operational requirements of industrial users while providing for trail safety. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Neutral | X | X | X | X | X |
| | <i>Under the No Build Alternative, commuters would continue to have access to the BINMIC via existing infrastructure, such as sharrows and sidewalks in the vicinity. The Build Alternatives would all support commuting to and through the BINMIC, and improve safety through design.</i> | | | | | |
| BI-P2 | Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction, and services to businesses. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |

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|---|---|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| Alternatives' consistency with policies | X | Partially | Partially | Partially | Partially | Partially |
| | <i>No alternatives would displace industrial uses; however, some transportation right-of-way currently used by industrial activities would be changed to trail use. The amount of right-of-way in the BINMIC used for the trail varies, with Ballard Avenue and Leary Alternatives using the least.</i> | | | | | |
| BI-P3 | Retain existing businesses within the BINMIC and promote their expansion. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | Partially | Partially | Partially | Partially | Partially |
| | <i>None of the alternatives would displace or promote expansion of BINMIC businesses. Existing right-of-way would be developed as a multi-use trail, some of which is currently used for industrial activity. Use of the right-of-way for a trail could discourage expansion of business that use the right-of-way currently, because more of their current land uses would have to be accommodated on their sites.</i> | | | | | |
| BI-P4 | Attract new businesses to the BINMIC. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| | <i>None of the alternatives is expected to attract new businesses to the BINMIC, although it is acknowledged that under Build Alternatives, some new businesses may be attracted in order to capitalize on patronage by potential trail users.</i> | | | | | |
| BI-P5 | Recognize that industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>None of the alternatives would remove or impede the right of business to enjoy the lawful and beneficial uses of their property.</i> | | | | | |

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| BI-P6 | Strive to provide infrastructure in the BINMIC that is sufficient to ensure the efficient operation and smooth flow of goods to, through and from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities and other capital investments by the City, Port, County, State and Federal agencies. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>Under all alternatives infrastructure in the BINMIC would be provided to support efficient operation and flow of goods.</i> | | | | | |
| BI-P8 | Maintain the BINMIC as an industrial area and work for ways that subareas within the BINMIC can be better utilized for marine/ fishing, high tech, or small manufacturing industrial activities. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | Partially | Partially | Partially | Neutral | Neutral |
| | <i>The BINMIC would be maintained as an industrial area. Some businesses, such as high tech and small manufacturing, may be encouraged to locate near the trail for the recreational, transportation, and potential patronage that the trail could provide. The Ballard Avenue and Leary Alternatives would have the least amount of trail in the BINMIC.</i> | | | | | |
| BI-P12 (2005) | Within the BINMIC, water-dependent and industrial uses shall be the highest priority use. | | | | | |
| BI-P11 (2016) | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | Partially | Partially | Partially | Partially | Partially |
| | <i>Vehicles entering and exiting businesses including water-dependent and industrial uses would have to yield to all traffic, including trail users, within the right-of-way. The Shilshole South Alternative has the largest area of water-dependent and industrial uses. The Ballard Avenue and Leary Alternatives have the least amount of trail in the BINMIC.</i> | | | | | |
| BI-P15 (2005) | Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of turning radii, visibility and sight lines, clearance and existing lane configurations. | | | | | |

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|---|--|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| BI-P14 (2016) | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Partially | Partially | Partially | Partially | Partially | Partially |
| | <i>Under all Build Alternatives, sight lines may be compromised and lane configurations would change. Turning radii, visibility and sight lines, and clearances can and will all be addressed in final design, to address both trail safety and business access issues. The Ballard Avenue and Leary Alternatives which have the least amount of trail in the BINMIC would be more consistent with this policy. The No Build Alternative would maintain existing freight mobility. All Build Alternatives would restore two-way traffic on NW 45th St, facilitating truck movement.</i> | | | | | |
| BI-P16 (2005) | Support commuting to work by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas. | | | | | |
| BI-P15 (2016) | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | O | O | O | O | O | O |
| | <i>The policy discourages through trails in the BINMIC. Alternatives with less trail in the BINMIC would be more consistent with this policy than those with more trail in the BINMIC.</i> | | | | | |
| BI-P18 (2005) | Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space and chill facilities. Encourage retention of this cluster of businesses and facilitate attraction of related businesses. | | | | | |
| BI-P17 (2016) | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | Partially | Partially | Partially | X | X |
| | <i>With all Build Alternatives, minor additional delays at driveways could frustrate maritime and fishing-related businesses; however, delays are expected to be minor. The Ballard Avenue and Leary Alternatives would have the least amount of trail in the BINMIC and would avoid most maritime and fishing industries and related businesses.</i> | | | | | |
| BI-P21 (2005) | Strive to retain shorelines for water-dependent uses by enforcing waterfront and shoreline regulations in industrial areas. | | | | | |

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IN SOME INSTANCES, THE ALTERNATIVE IS PARTIALLY CONSISTENT, OR IS NEUTRAL, NEITHER SUPPORTIVE NOR CONTRARY TO THE POLICY.

| | <i>No Build</i> | <i>Preferred Alternative</i> | <i>Shilshole South Alternative</i> | <i>Shilshole North Alternative</i> | <i>Ballard Avenue Alternative</i> | <i>Leary Alternative</i> |
|--|---|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| BI-P20 (2016) | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>None of the alternatives would affect the enforcement of waterfront and shoreline regulations. Trails are a permitted use in the urban industrial shoreline environment.</i> | | | | | |
| BI-P22 (2005) | Strive to provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC. | | | | | |
| BI-P21 (2016) | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | Partially | Partially | Partially | X | X |
| | <i>The Build Alternatives are expected to cause minor additional delays at driveways, including within the BINMIC. The City will continue to strive to provide an environment to foster the health of the maritime and fishing industries, including working with businesses to design access across the trail. The Ballard Avenue and Leary alternatives would have the least amount of trail in the BINMIC and would avoid most maritime and fishing industries and related businesses.</i> | | | | | |
| BI-P23 (2005) | Encourage land assembly on the BINMIC waterfront to accommodate commercial fishing and other heavier maritime uses. | | | | | |
| BI-P22 (2016) | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| | <i>None of the alternatives would affect land assembly on the BINMIC waterfront for commercial fishing or other heavier maritime uses.</i> | | | | | |
| Applicable Crown Hill/Ballard Goals and Policies | | | | | | |
| CH/B-G1 | A defined, vital, accessible mixed use core with residential and commercial activity in the Ballard Hub Urban Village. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' | Partially | Partially | Partially | Partially | X | X |

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| | <i>No Build</i> | <i>Preferred Alternative</i> | <i>Shilshole South Alternative</i> | <i>Shilshole North Alternative</i> | <i>Ballard Avenue Alternative</i> | <i>Leary Alternative</i> |
|---|---|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| consistency with policies | <i>None of the alternatives would adversely affect the Ballard Hub Urban Village. All Build alternatives would improve accessibility to the Ballard Hub Urban Village. The Ballard Avenue and Leary alternatives would place more of the multiuse trail within the mixed-use core and therefore would improve accessibility to the area more than the other build alternatives.</i> | | | | | |
| CH/B-G4 | A transportation system that supports residential, commercial and civic activity in the core of the Ballard ... urban village, and encourages people to use transit and non-motorized transportation modes. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>The No Build Alternative would not encourage nonmotorized modes and thus would not be consistent with this goal because the Burke-Gilman Trail would remain incomplete through Ballard. All Build alternatives would improve nonmotorized accessibility to the Ballard Hub Urban Village and would support residential and commercial uses. The Preferred Alternative and Shilshole North Alternative pass through the core of Ballard along NW Market St. The Ballard Avenue and Leary Alternatives would also pass through Ballard's core. The Shilshole South Alternative does not pass through the core of Ballard, but would encourage non-motorized transportation nearby.</i> | | | | | |
| CH/B-G5 | A neighborhood with open space, parks and recreation sites connected by a network of "green links," that offer a full range of active and passive recreational opportunities to area residents and visitors, throughout ...Ballard. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>All the Build Alternatives would add a connecting link, and offer recreational opportunities.</i> | | | | | |
| CH/B-P2 | Improve the attractiveness of the business areas in the Ballard Hub Urban Village... to businesses, residents and shoppers through creation of pleasant streetscapes and public spaces. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' | O | X | X | X | X | X |

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|---|---|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| consistency with policies | <i>A portion of each of the Build Alternatives lies within the Ballard Hub Urban Village and all include improvements to the streetscape.</i> | | | | | |
| CH/B-P3 | Strive to create a mix of locally-owned, unique businesses and regional and national retailers. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| | <i>None of the alternatives would affect this policy.</i> | | | | | |
| CH/B-P4 | Encourage tourists visiting the Ballard Locks to patronize businesses in the neighborhood. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | X | X | X | X | X | X |
| | <i>Build Alternatives with more frontage in the Ballard Hub Urban Village would be more consistent with this policy because tourists could directly connect to business offering goods and services that they would demand. All Alternatives, including the No Build would allow tourists to connect to the commercial areas via sidewalks.</i> | | | | | |
| CH/B-P7 | Improve mobility for people using all modes of transportation to, within and around the Ballard Hub Urban Village to increase retail, commercial and civic activity. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>Any of the Build Alternatives would improve mobility. The Preferred, Shilshole South, Shilshole North, Ballard Avenue, and Leary Alternatives would provide improved access to retail, commercial and civic activity, as well as to transit routes.</i> | | | | | |
| CH/B-P8 | Emphasize accessibility by transit, bicycle and pedestrians in the downtown Ballard area. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' | O | X | Partially | X | X | X |

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|---|---|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| consistency with policies | <i>The Shilshole South Alternative does not pass through the downtown Ballard area; however, accessibility to it would be improved by the installation of a multiuse trail nearby. The Preferred, Shilshole North, Ballard Avenue, and Leary Alternatives would provide improved access to retail, commercial and civic activity, as well as to transit routes.</i> | | | | | |
| CH/B-P9 | Preserve the function of 15 th Avenue NW as a principal arterial and a major truck street, but strive to overcome the street as a barrier that isolates the neighborhood areas to the east and west from each other and to improve its contribution to the visual character. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Neutral | X | X | X | X | X |
| | <i>Completion of any Build Alternative would connect neighborhoods on either side of 15th Ave NW. Under any scenario, it would continue to function as a principal arterial and major truck street. The No Action Alternative would not adversely affect the function of 15th Ave NW, but would also not improve connection of the east and west sides of that street.</i> | | | | | |
| CH/B-P10 | Strive to improve the pedestrian environment along NW Market Street while retaining its function as a principal arterial. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Neutral | X | Neutral | X | X | X |
| | <i>The Preferred, Shilshole North, and Leary Alternatives all have a portion of trail along Market St, which would improve the pedestrian environment and retain the street as a principle arterial. The Ballard Avenue Alternative would meet this goal through appropriate crossings. The No Action and Shilshole South Alternatives would not change the pedestrian environment on NW Market St.</i> | | | | | |
| CH/B-P11 | Take advantage of present and future economic, cultural, and open space developments to enhance the bicycle and pedestrian network. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>All of the Build Alternatives would enhance the bicycle and pedestrian network.</i> | | | | | |

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|---|--|------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------|
| CH/B-P13 | Increase the range of recreation opportunities and types of open space available in the neighborhood. Encourage the development of new facilities, including, but not limited to passive parks, tennis courts, basketball courts, ballfields, play areas, marine and shoreline parks, pedestrian-friendly walkways, trails (including the Burke-Gilman), and gateways. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>All of the Build Alternatives would increase the range of recreation opportunities.</i> | | | | | |
| CH/B-P14 | Enhance existing open space and recreation sites and facilities. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>All of the Build Alternatives would enhance the existing open space and recreation sites.</i> | | | | | |
| CH/B-P15 | Create opportunities for people to experience the natural environment through encouraging ... tree planting ... in the public right-of-way; creating access to views and waterways. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | O | X | X | X | X | X |
| | <i>All of the Build Alternatives would create opportunities for people to experience the natural environment in the public right-of-way.</i> | | | | | |
| CH/B-P20 | Seek to attract industrial uses that could have a symbiotic relationship with the local arts community, including but not limited to, glass blowing facilities, welding and metalwork shops, facilities that recycle materials into usable objects, woodworking facilities, or large-scale ceramics. | | | | | |
| | No change in the 2035 Comprehensive Plan. | | | | | |
| Alternatives' consistency with policies | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| | <i>None of the alternatives would affect the desire for these types of industrial uses.</i> | | | | | |

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Appendix G

Pages F-1 through F-3, Table F-1. Page numbering and table heading is changed to G-1. The Freight Mobility Strategic Action Plan (SDOT, 2005) was integrated into the Freight Master Plan (SDOT, 2016) and the Goals and Policies listed in this Appendix starting with “T” are from the 2005 Comprehensive Plan, and have been replaced with the Transportation goals and policies of the 2035 Comprehensive Plan. The goals and policies listed in this Appendix starting with “GS” are from the 2005 Transportation Strategic Plan, which is not being updated. Even though the Seattle Transportation Strategic Plan is not being updated, it still provides direction.

Appendix F: Summary of Alternative Consistency with the Seattle Department of Transportation Freight Mobility Strategic Action Plan’s Goals, Policies, and Strategies in the DEIS is now Appendix G.

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