

# Seattle 2035 Draft Environmental Impact Statement



## Seattle is growing and changing

By 2035, we'll gain 120,000 people and 115,000 jobs and become more diverse than ever. Seattle's Comprehensive Plan (Plan) is our guide to achieving the future we want.

The Plan's big idea is the Urban Village Strategy, which guides growth and City investment to mixed-use, walkable urban villages. The Plan includes three types of urban villages:

- **Urban Centers** – very dense villages with housing and high numbers of regional jobs
- **Hub Urban Villages** – dense villages with a balance of housing and jobs
- **Residential Urban Villages** – the least dense villages with housing and local jobs

Seattle's Comprehensive Plan was adopted in 1994 and needs to be updated to help plan for the next 20 years to better address challenges and meet future needs.

## What is a DEIS?

This Draft EIS examines four growth alternatives, how each alternative impacts the built and natural environments, and proposed options to mitigate these impacts. The Draft EIS will help inform development of the Plan, as well as future policy decisions.

## How to comment on the Seattle 2035 Draft EIS

Comments on the Draft EIS are welcome, and can be about anything related to the project.

**Formal comments must be submitted in writing,** and will be reviewed and responded to in the Final EIS scheduled for release in fall 2015.

Formal written comments on the Draft EIS can be submitted several ways:

- **In person:** May 27th from 6:00 - 8:00 PM at the Bertha Knight Landes Room, Seattle City Hall
- **Email:** [2035@seattle.gov](mailto:2035@seattle.gov)
- **Mail:** City of Seattle,  
Dept. of Planning and Development  
Attn: Gordon Clowers  
700 5th Avenue, Suite 2000  
PO Box 34019  
Seattle, WA 98124
- **Online:** Visit the Online Open House and take our online survey:  
[seattle2035.publicmeeting.info](http://seattle2035.publicmeeting.info)

**Comments will be accepted from:  
May 4, 2015 – June 18, 2015**



# Key Topics



## Land Use / Housing / Employment

### Impacts (Common among all Growth Alternatives)

- The majority of future housing and job growth will occur in urban centers and villages
- The height and bulk of buildings will increase over time as new development occurs
- The need for affordable housing and public investment in infrastructure will increase
- There will be some displacement of existing businesses and marginalized populations

### Strategies to address impacts could include

- Enforcing zoning and design review
- Working with neighborhoods experiencing growth/displacement to plan for the future
- Using City investments and incentives to increase affordable housing supply
- Continue using the Race and Social Justice Initiative as a platform for inclusive outreach and to build relationships with communities of color



## Services and Utilities

### Impacts (Common among all Growth Alternatives)

- **Parks and recreation:** There will be increased demand for additional parkland
- **Fire and emergency services:** There will be a gradual increase in demand for emergency medical services
- **Seattle Public Schools:** There will be more demand for schools to increase their capacity
- **Utilities:** There will be increased demand for sewer, drainage, and electricity

### Strategies to address impacts could include

- Working with community groups to share information and better address community emergency service needs
- Working with Seattle Public Schools to renovate and expand schools in or near Urban Villages
- Continuing to use best management practices to adjust to changing utility demands



## Transportation

### Impacts (Common among all Growth Alternatives)

- Traffic congestion will increase but is not expected to exceed the City's adopted service standards
- Increased demand for limited on-street parking
- Travel times for the average vehicle trip will increase
- There are no significant differences in safety between the alternatives

### Strategies to address impacts could include

- Reducing single occupancy vehicle use
- Improving the pedestrian and bicycle environment
- Implementing adopted transportation plans



## Other EIS Topics

### Impacts (Common among all Growth Alternatives)

- **Air quality:** Transportation related emissions are expected to be lower than current conditions due to reduced reliance on vehicles.
- **Noise:** General roadway noise levels are expected to increase, but would not be discernible from background noise levels.
- **Earth / water quality:** There could be an increased risk for disturbance of environmentally critical areas

### Strategies to Address Impacts could include

- Improving ventilation systems for areas near highways
- Using additional insulation and window treatments to mitigate noise
- Continuing to apply City policies to minimize earth and water quality impacts

## Terms to Know

### Marginalized populations:

Populations that are low-income, and include people of color and English language learners

### Displacement

The involuntary relocation of marginalized populations from their current neighborhood

### Race and Social Justice Initiative (RSJI):

Seattle's effort to overcome institutional racism and eliminate racial disparities

### Transit Oriented Development (TOD):

Compact, walkable communities centered around transit



## How can we plan for growth while making sure everyone has equal opportunities to succeed?

The City has prepared an Equity Analysis to identify how growth may impact marginalized populations. This analysis will inform decision makers about potential strategies to reduce displacement and maximize opportunity for marginalized populations.

## Where can I learn more about the Draft EIS and the Equity Analysis??



Visit our online open house at [seattle2035.publicmeeting.info](http://seattle2035.publicmeeting.info) or view the full document at: <http://2035.seattle.gov/deis>



### For more information



[2035.seattle.gov](http://2035.seattle.gov)



[2035@seattle.gov](mailto:2035@seattle.gov)



[SEA2035](https://www.facebook.com/SEA2035)



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# Growth alternatives

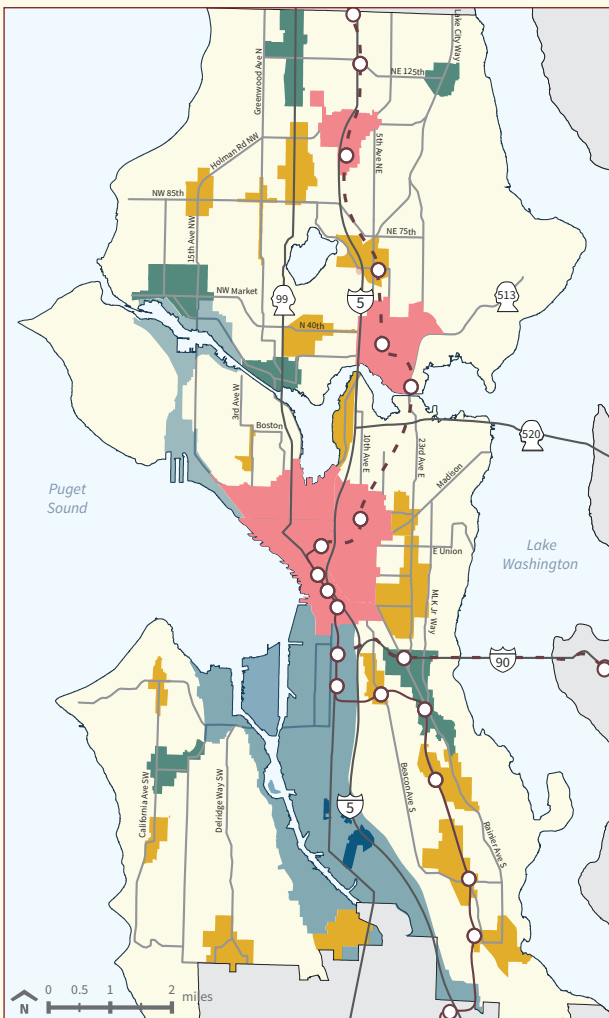
Four growth alternatives were developed to help figure out where and how Seattle should grow. All growth alternatives assume the following:

- 20-year plan for growth
- Continuation of the Urban Village Strategy, with most growth guided to Urban Centers and Urban Villages
- 70,000 new households and 115,000 new jobs by 2035
- Completion of the Sound Transit 2 Mass Transit Plan, approved by voters in 2008



## Alternative 1: Continue Current Trends

- Continues growth trends from the past 20 years
- Urban Villages that grew quickly over the past 20 years will continue to experience a higher level of growth
- Least concentrated pattern of growth
- Moderate potential for displacement of marginalized populations



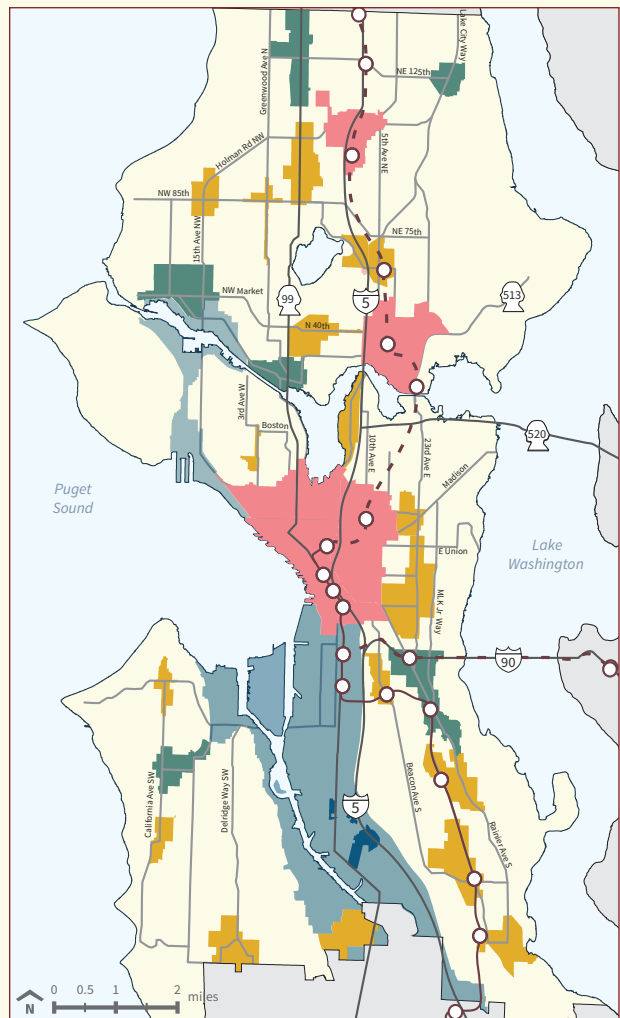
**KEY**

- Existing Light Rail
- Existing & Planned Light Rail Stations
- Planned Light Rail
- Priority Bus Corridor
- Urban Centers
- Hub Urban Villages
- Mfg/Industrial Centers
- Residential Urban Villages



## Alternative 2: Guide growth to Urban Centers

- Urban Centers will experience a higher level of growth
- Most concentrated pattern of growth
- Lower potential for displacement of marginalized populations



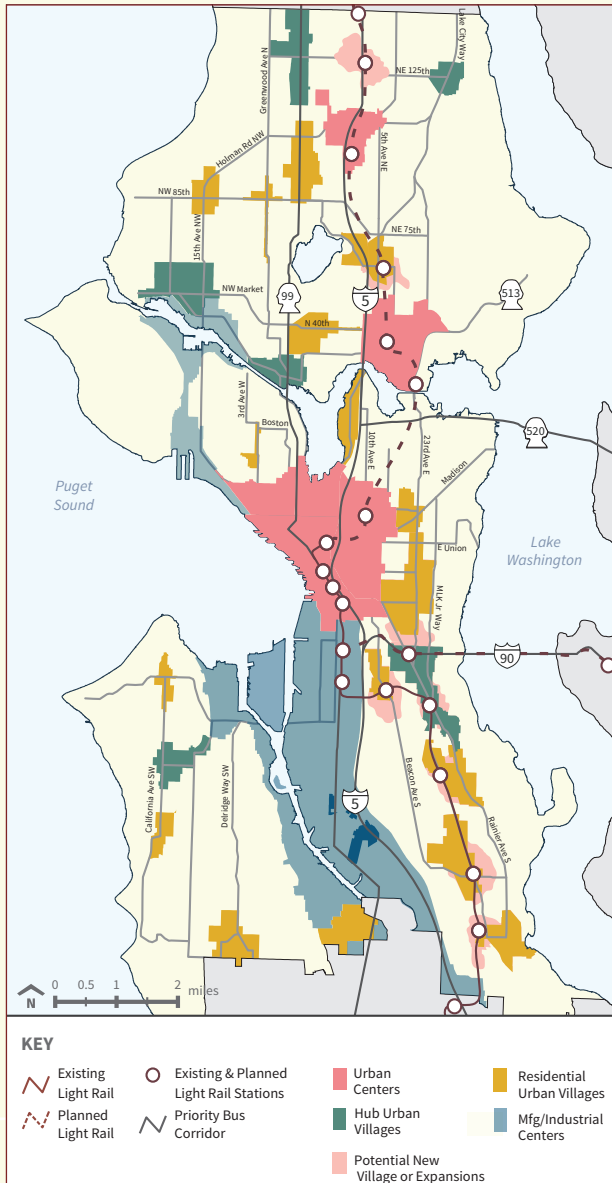
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### Alternative 3: Guide growth to Urban Villages near Light Rail

- Urban Centers and Urban Villages close to light rail will experience a higher level of growth
- Transit Oriented Development pattern of growth that is more concentrated than Alternative 4
- Adjusts boundaries of Urban Villages near light rail to be within a 10-minute walk of stations
- Considers possible new Urban Village surrounding the proposed light rail station at NE 130th Street & I-5
- Higher potential for displacement of marginalized populations, and potential future zoning changes in single family areas with frequent transit service



### Alternative 4: Guide growth to Urban Villages near Transit

- Urban Centers and Urban Villages close to light rail or very good bus service will experience a higher level of growth
- Transit Oriented Development pattern of growth that is less concentrated than Alternative 3
- Adjusts boundaries of Urban Villages near light rail or very good bus service to be within a 10-minute walk of stations or stops
- Higher potential for displacement of marginalized populations, and potential future zoning changes in single family areas with frequent transit service

