



## CHAPTER 11: CUMULATIVE IMPACTS

### 11.1 Introduction

Cumulative impacts are the effects that may result from the incremental impact of an action when added to other past, present, and reasonably foreseeable actions, regardless of who undertakes them. The purpose of a cumulative impacts analysis is to identify the potential for the project to contribute to the incremental impacts to a degree that, if unmitigated, these impacts could become significant. Potential cumulative impacts are analyzed so that decision-makers can consider how impacts from actions over time “add up” to affect a resource. Analysts identified potential past, present, or reasonably foreseeable future actions that could affect or be affected by the Missing Link project, either directly or indirectly.

The Ballard area has experienced significant development and re-development in the past several years, and this trend is anticipated to continue as long as favorable economic conditions persist. This has resulted in numerous new apartments and condominiums throughout the area, and a relatively high level of construction activity. Listed below are descriptions of several large construction/development projects that are known or are reasonably expected to occur in the near future in the project vicinity.

### 11.2 Known or Anticipated Projects

#### 11.2.1 West Ship Canal Water Quality Project

SPU is proposing a large project to reduce Combined Sewer Overflows (CSOs) that would occur in the vicinity of the proposed Missing Link project. The project will be under construction over an approximate 6-year period, beginning in approximately 2018. Active construction would occur in phases at different locations, but would be heavy in the Ballard area over much of the construction period.

#### 11.2.2 C.D. Stimson Development

Developer C.D. Stimson Co. plans to build a 500,000-square-foot office complex consisting of five, five-story buildings at 5423 Shilshole Ave NW. The project will start with one 105,000-square-foot building, with the remaining added in the following years. Construction of the first building is anticipated to take 2 years beginning in 2016 or 2017.

#### 11.2.3 Sound Transit 3 Draft Priority Projects List

Sound Transit has developed a draft priority projects list as part of their planning process to expand the regional mass transit system to meet anticipated population growth by 2040. Sound Transit is currently conducting further analysis, and a final list will be included in a ballot measure that could go to voters as early as November 2016. The schedule for these potential projects is not yet known. The projects on the draft project list in the study area are:

### ***C-02 Ballard to University District***

This project would build light rail in a tunnel from Ballard's NW Market Street area to the vicinity of the University District light rail station that recently opened.

### ***Light Rail Downtown Seattle to Ballard (Market Street Vicinity)***

Several alternative projects would build light rail from downtown Seattle to Ballard's NW Market Street area.

## **11.2.4 SDOT Move Seattle Transportation Strategy**

Three projects in Move Seattle overlap with the study area: the Ballard to Downtown Enhanced Transit Corridor, RapidRide Corridor 6, and Market/45<sup>th</sup> Transit Improvement Project. All of these projects are proposed to be implemented by 2024.

### ***Ballard to Downtown Enhanced Transit Corridor***

In preparation for the potential inclusion of a Ballard light rail line in the future Sound Transit 3 ballot measure, the Ballard to Downtown Enhanced Transit Corridor project improves the corridor's existing transit operations and adds interim safety improvements for people who bike and walk crossing the Lake Washington Ship Canal.

### ***RapidRide Corridor 6***

This proposed RapidRide corridor would include dedicated bus lanes on Leary Ave NW/NW Leary Way.

### ***Market/45<sup>th</sup> Transit Improvement Project***

The Market / 45<sup>th</sup> transit project enhances transit speed and reliability on one of the city's primary east-west corridors and most chronically congested routes.

## **11.2.5 Seattle Bicycle Master Plan Projects**

SDOT's Bicycle Master Plan (SDOT, 2014a) proposes a number of bicycle improvements in and near the Missing Link study area. These projects include constructing neighborhood greenways on NW 50<sup>th</sup> St, 11<sup>th</sup> Ave NW, 28<sup>th</sup> Ave NW, and NW 64<sup>th</sup> St. Bicycle lanes with minor separation are proposed for NW Market St between 24<sup>th</sup> Ave NW and 32<sup>nd</sup> Ave NW, and on 14<sup>th</sup> Ave NW.

## **11.2.6 Private Development**

The Ballard neighborhood has been experiencing growth in the last few years, and it is anticipated that this growth will continue (City of Seattle, 2014). The types of development expected are commercial buildings, as well as residential medium and high density housing including multi-family complexes with commercial development on the ground floor.

## 11.3 Potential Cumulative Impacts

### 11.3.1 Geology Soils and Hazardous Materials

Adverse impacts on geology, soils, and hazardous materials from the Missing Link project are primarily minor impacts related to construction. Other projects in the Ballard neighborhood being constructed before, during, and after construction of the Missing Link project would be required to adhere to similar existing regulatory requirements regarding building code requirements and grading permit requirements. In general, geologic hazards and areas of contamination from legacy contaminants are site specific that can vary in severity over short distances. As a result, these hazards are addressed on a site-specific basis and do not combine to become cumulatively significant. Therefore, there would be no cumulative impacts related to geology, soils, and hazardous materials.

### 11.3.2 Fish, Wildlife, and Vegetation

There would be no cumulative impacts to fish and wildlife as no impacts would result from the Missing Link, and wildlife species are adapted to the urban environment. Impacts to fish may occur from individual projects if there is in-water work; however, the Missing Link project would not include in-water work.

There would be no cumulative effect on street trees, as no impacts are anticipated to street trees from the Missing Link. The projects considered in the cumulative impacts analysis would likely locate some portion of the development along a street and must comply with SMC 15.43 and the Street Tree Manual (SDOT, 2014b). Some of the projects may result in the removal and replacement of street trees, while others may plant trees where currently none are located.

### 11.3.3 Land and Shoreline Use

Construction impacts to land use from the Missing Link project would be minor and temporary. Combined with other projects in the study area, the construction impacts could cause potential customers to avoid businesses in the area during construction, which could result in temporarily reduced revenues for affected businesses. If the timing of construction for SPU's West Ship Canal Water Quality project overlaps with the Missing Link project, there could be considerable congestion and construction-related traffic delays, dust and noise, and other effects. Each project would be required to implement mitigation measures during construction to minimize impacts to businesses. SDOT and SPU would coordinate construction activities and staging to reduce potential short-term impacts on transportation from their respective projects. Overall, no significant construction-related cumulative impacts on land uses are expected.

Operation of the projects could result in higher land utilization to accommodate projected employment and population growth, which would be consistent with adopted land use plans and policies. The transportation projects are required to mitigate for impacts in compliance with adopted codes and plans. Light rail stations could cause demand for office, multi-family residential, restaurants, and other non-industrial uses within the vicinity of the stations. Increased residential, employment, recreational, and retail opportunities, and a general concentration of uses, is consistent with land use plans and policies. The addition of a multi-use trail, and the resulting increased bicycle and pedestrian traffic, could have a cumulative negative impact on the uses that currently rely on relatively predictable vehicular access and traffic flow, on-street parking, and loading zones. The location of the trail would increase delays for businesses that would need to wait for trail users to pass before using their driveways or loading/unloading trucks. These delays would be minor on an individual basis, but could incrementally

add increased costs for labor and fuel. For businesses operating with a low profit margin or facing other challenges from operating in the rapidly densifying area, the delays could add economic pressure.

Zoning regulations prevent major changes in land use, but allow for a range of uses within each designation. Uses consistent with plans, policies, and land use codes that have less need for freight and commercial access could be permitted in industrial and manufacturing areas, and changes in use could occur over time. Industrial uses could face increased pressure to relocate because of the increased delays, costs, and potential inconveniences associated with development trends in the area.

Anticipated improvements to the transit infrastructure, combined with measures described in Chapters 7 and 8 and discipline reports associated with this project (Parametrix, 2016a, 2016b), would minimize and mitigate impacts to existing uses. The long-term viability of any land use preferred under Seattle adopted plans and policies is not anticipated to be significantly compromised.

#### **11.3.4 Recreation**

Impacts on recreation from the Missing Link project are primarily minor impacts from construction. Other projects in the Ballard neighborhood being constructed before, during, and after construction of the Missing Link project could lead to cumulative impacts on street- and sidewalk-based recreation, such as walking, jogging, and bicycling. Construction impacts include street closures, temporary loss of access, noise, traffic, and dust. Given the high degree of recently completed and ongoing projects, construction of the Missing Link could contribute to “construction fatigue” for people living in and visiting the Ballard neighborhood.

#### **11.3.5 Utilities**

If construction of SPU’s Ship Canal Water Quality project occurs simultaneously with construction of the Missing Link, impacts on utilities could be increased, as construction of the SPU project could require utility outages or relocations. SDOT and SPU would coordinate construction staging to minimize any potential short-term impacts on utilities.

#### **11.3.6 Transportation**

If construction of SPU’s Ship Canal Water Quality project, the C.D. Stimson development, and/or other development projects occur simultaneously with the Missing Link project, impacts on traffic and other transportation resources could be increased. Construction activities related to these projects could interfere with roadway, rail, or trail operations, and construction of the Missing Link could add to overall transportation impacts in the Ballard area. SDOT and SPU would coordinate construction activities and staging to reduce potential short-term impacts on transportation from their respective projects.

Sound Transit’s proposed priority projects, SDOT’s Move Seattle projects, and the Seattle Bicycle Master Plan projects would likely decrease personal vehicle use in the study area, which could reduce congestion and delay for motor vehicles in this area. The RapidRide Corridor 6 project could conflict with the Leary Alternative for the Missing Link, because there may not be enough roadway width to accommodate both projects.

### 11.3.7 Parking

If construction of the West Ship Canal Water Quality project occurs simultaneously with construction of the Missing Link, impacts on parking could be increased. SDOT and SPU could coordinate construction activities to minimize the potential short-term impacts on parking.

Construction of the C.D. Stimson development could affect parking in the study area for a limited time, if construction occurs concurrently. SDOT and C.D. Stimson Co. would coordinate regarding construction activities to mitigate any potential construction impacts. In combination with the reduction of on-street parking by the Missing Link, this could result in higher utilization of available parking in the western portion of the study area. This impact would be offset to some degree following construction, because the development is proposed to include off-street parking. Construction of Sound Transit's projects, as well as SDOT's proposed Transit Improvement Project, would increase impacts on parking if they occurred concurrently with the Missing Link project. SDOT and Sound Transit would coordinate construction activities to minimize the short-term impacts on parking that could occur, but the cumulative effect would be an overall loss of parking in the Ballard area.

Construction of ongoing private development could affect parking in the study area for the foreseeable future. Private developments could have an impact on on-street parking in the study area by increasing parking occupancy. In combination with the reduction of on-street parking by the Missing Link, this could result in higher use of available parking throughout the study area. This occupancy could be offset to some degree over the long term if development projects contain some parking for tenants.

### 11.3.8 Air Quality and Greenhouse Gas

There would be no significant adverse construction or operational impacts of the Missing Link project on air quality or GHG. In combination with other planned or reasonably foreseeable projects, an increase in emissions of CO and PM10 from the Missing Link could contribute to cumulative impact on air quality resulting from construction activities, including paving, material transport, and worker trips; increased emissions from traffic delays caused by road closures; emissions from construction equipment; and higher traffic volumes associated with increased development density. The resulting cumulative impact would be minor to negligible.

### 11.3.9 Cultural Resources

The four Build Alternatives would not contribute to a cumulative impact on archaeological resources. However, a few of the projects listed in Section 11.2, Known or Anticipated Projects, are likely to impact the BTR at crossings due to the removal or covering of character-defining features. The West Ship Canal Water Quality project proposes to upgrade the existing railroad tracks for use in moving construction materials and spoils, and the proposed C.D. Stimson Development would require access points that cross the tracks. If these projects propose the removal or covering of character-defining features of the BTR, they could, along with the Missing Link, contribute to a cumulative impact for cultural resources.