

Draft One Seattle Comprehensive Plan DEIS
SPC staff proposed comment letter outline

- SPC staff initial review of selected sections
- SPC offers observations, raises questions of clarification
- SPC staff prepares outline of comments
- SPC reviews, revises and approves comments

An Environmental Impact Statement (EIS) is an informational document that describes:

- existing conditions in the city;
- proposed actions and alternatives (e.g., new policies and growth strategies);
- adverse environmental impacts that may occur;
- mitigation measures to reduce or eliminate adverse impacts; and
- potential significant, unavoidable, and adverse impacts.

"EIS Alternatives" represent different growth strategies. Alternatives should represent a diverse range of options that can highlight the impacts of different potential choices. The alternatives should be broad enough that the final preferred alternative, which is included in the final plan, will fall within the range of the alternatives studied.

From OPCD website: <https://storymaps.arcgis.com/collections/bc280a13a8ee4db28cd4d602ffe69336?item=2>

Five Alternatives Studied (from final scoping report)

Environment, Impacts & Mitigation Measures

- Earth & Water Quality
- Air Quality & GHG Emissions
- Plants & Animals
- Energy & Natural Resources
- Noise
- Land Use & Urban Form
- Plans & Policies
- Population, Housing, & Employment
- Cultural Resources
- Transportation
- Public Services
- Utilities

Selected Section: Air Quality and GHG Emissions

GHG Emissions Citywide

Alternative 1 has the highest emissions per capita, Alternative 5 has the lowest emissions per capita

Impacts

Construction

Temporary impacts to air quality across all alternatives

Transportation

All action alternatives (2-5) result in roughly the same annual GHG emissions

Projected improvements in fuel economy outweigh projected increase in VMT

Studied impacts to sensitive uses near highways (1-5, I-90)

Mitigation Measures

Promote sustainable transportation, congestion pricing, and land use mix and compactness

Consider tree canopy, street sweeping, appropriate location of truck routes

Consider zoning and development standards that address proximity to pollution sources, enhanced filtration for sensitive uses

Selected Section: Land Use Patterns and Urban Form

No significant unavoidable adverse impacts to land use patterns, compatibility, or urban form are expected under any Alternative.

Impacts

Increased frequency of areas with mixing of uses and heights.

Localized adverse compatibility issues as existing, lower-intensity uses transition to higher-intensity development forms.

Intensity of land use patterns would shift most dramatically under Alternative 5 as activity levels increase over time.

Building heights, bulk, and/or scale in the new place types would likely increase with new development.

Mitigation Measures

impacts are likely temporary and will be resolved over time or reduced by the application of existing or new development regulations and design standards.

Gradual conversion of lower-intensity uses to higher intensity development patterns is unavoidable but an expected characteristic of urban population and employment growth.

Selected Section: Population, Housing and Employment



Detailed historical context section (redlining, discrimination, underinvestment, displacement)

Impacts

Housing

Studied supply, diversity of housing types, affordability, and potential displacement

Jobs

Majority of job growth expected in Urban Centers. About 5% of job growth expected in Neighborhood Centers and Corridors

Mitigation Measures

Suggests implementing MHA in neighborhood residential zones

Increase funding for anti-displacement programs

Strengthen relocation assistance programs

Consider density bonuses for income-restricted affordable projects

Selected Section: Transportation

Impacts

The action alternatives are expected to result in higher VMT than the No Action Alternative due to increased growth levels.

All action alternatives are expected to have significant impacts to transit passenger load, Corridor travel time, intersection LOS in the NE 130th/NE 145th Street Subarea, and state facilities.

Impacts of Alternative 5 are expected to be higher in magnitude due to the increased growth.

It is possible that the action alternatives—Alternative 5 in particular—could result in additional vehicle emissions near underserved communities along high vehicle emissions roadways.

Mitigation Measures

The City is expected to pursue targeted transportation capacity improvements focused on improved transit, bicycle, pedestrian, and freight connections.

Additionally, the City will manage demand using policies, programs, and investments aimed at shifting travel to non-SOV modes.

A significant unavoidable adverse impact to transit capacity is expected.

Helpful Analysis in the DEIS for Comp Plan Review

Climate and Environment

- Plants and Animals
 - Tree Canopy Cover (page 3.3-3)
- Earth and Water
 - Sea-Level Rise
 - Exposure to flooding and landslides
 - Impervious surfaces
 - Environmental health disparities (Exhibit 3.1-12)
- Utilities
 - Extreme Heat (related to energy use)
 - Stormwater and flooding
- Air Quality & GHG Emissions
 - GHG Emissions (page 3.2-17)
 - Exposure to Air Pollution (page 3.2-25)
 - Highways and rail corridors

Housing and Population

- Household Characteristics (page 3.8-9)
- Housing Supply and Affordability (Page 3.8-14)
- Displacement (page 3.8-50)

Transportation

- Vehicle Miles Traveled
- Daily Person Trips by Mode (Exhibit 3.10-36)
- Transit Capacity

Overview of past harms discussed in DEIS

Noted Harms related to Housing and Land Use

- Displacement of Native peoples living in the area when white European settlers arrived in 1840s
- Exclusion and forced relocation of multiple groups through late 19th and early 20th centuries
 - 1882 Chinese Exclusion Act
 - Forced incarceration of Japanese people and Japanese Americans in WWII
- Physical changes to the land that led to displacement/disruption
 - Ship Canal and Ballard Locks in 1910s
 - I-5 construction through downtown
- Housing exclusion and discrimination
 - Zoning used as a tool to segregate with standards like minimum lot size and prohibitions on multifamily housing
 - Racially restrictive covenants
 - Redlining
 - Officially, discrimination in sale or rental of housing was legal until the Fair Housing Act of 1968
- Legacy of these past practices in today's housing market in Seattle
 - Specifically notes neighborhood residential zoning with largely detached single-family homes as a continuation of this legacy. Notes rates of homeownership (lower for households of color) and impacts on household wealth.

- I. Praise for the DEIS

- II. Areas for Additional Analysis
 - I. Overall Recommendations
 - II. Air Quality & GHG Emissions
 - III. Land Use Patterns & Urban Form
 - IV. Population, Housing, and Employment
 - V. Transportation

5 Minute Individual Review Time

Questions and Discussion



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SPC staff draft proposed comment letter outline on Draft One Seattle Plan

Intro

Overarching themes from issue briefs:

- Growth strategy
- Affordable housing
- Anti-displacement
- Repurposing the right-of-way

Review lenses:

- Racial and Social Equity
- Climate
- Sustainable Quality of Life
- Anti-Displacement
- Housing Access and Choice

Overarching comments (not definitive list)

- Needed data points to analyze adequacy of policies to achieve desired outcomes (goals)
- Housing/Land Use/Transportation necessary coordination and synergy
- Public health

Element-specific comments (not definitive list)

- Growth strategy
- Land Use
- Transportation
- Housing
- Climate and Environment

Conclusion