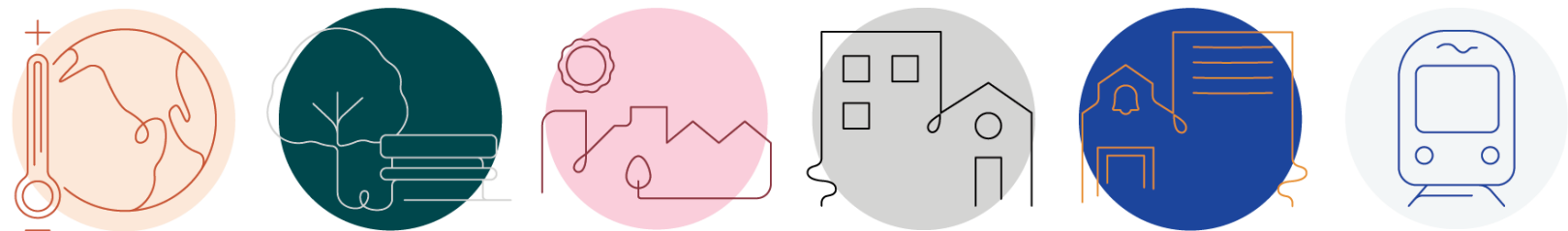


## 3.7 Relationship to Plans, Policies, & Regulations



Source: City of Seattle, 2023.

The City of Seattle’s last periodic update of the Comprehensive Plan was approved in 2016. The One Seattle Comprehensive Plan Update is the next major periodic review to evaluate the Comprehensive Plan for continued consistency with the latest provisions of the State of Washington Growth Management Act (GMA), Puget Sound Regional Council’s (PSRC’s) VISION 2050, Countywide Planning Policies (CPPs), and the community’s vision. This section reviews adopted state, regional, and City plans and policies that guide growth in Seattle and reviews the proposed alternatives for consistency with the adopted plans and policies—an impact is identified if the proposal would result in an inconsistency with adopted plans and policies. Mitigation measures to address identified adverse impacts and a summary of any significant unavoidable adverse impacts follow the description of existing conditions (affected environment) and impacts analysis.

Thresholds of significance utilized in this impact analysis include:

- Inconsistency with adopted plans and policies.

Per WAC 365-196-210, consistency means: *no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.*

### 3.7.1 Affected Environment

The current policy and regulatory framework regulating land use in Seattle flows from the GMA, PSRC’s Multi-County Planning Policies (MPPs) contained in VISION 2050, King County’s CPPs, the City’s current Comprehensive Plan, and implementation actions including development standards in the Seattle Municipal Code (SMC) and the Shoreline Master Program (SMP). Several other regulatory measures affect land use including localized overlay districts and design guidelines.

## State & Regional Framework

### Growth Management Act

Comprehensive Plans and development regulations within the City of Seattle must be consistent with the provisions of the Growth Management Act (GMA). The GMA was adopted in 1990 to address concerns about the impacts of uncoordinated growth on Washington communities and the environment and provides a framework for land use planning and development regulations in the state. The GMA directs coordinated regional and countywide planning, which then inform the locally adopted comprehensive plans and development regulations of individual cities and counties. Key provisions of the GMA include:

- Planning Goals
- Land Designations
- Multicounty Planning Policies (MPPs)

- Buildable Lands Program
- Countywide Planning Policies (CPPs)
- Local Comprehensive Planning

The GMA is primarily codified under [Chapter 36.70A RCW](#). In 2021, GMA goals and element requirements regarding housing were amended to require jurisdictions to plan for and accommodate housing that is affordable to all economic segments of the population and to identify and address racially disparate impacts (see [Section 3.8 Population, Housing, & Employment](#)). The Washington State Department of Commerce (Commerce) published a summary of amendments to the GMA from 1995 through 2022.<sup>22</sup>



Relationship between the GMA, VISION 2050 and MPPs, CPPs, and local comprehensive plans. Source: [PSRC](#), 2022.

The GMA includes 15 planning goals, in no particular order, to help guide the development and adoption of local comprehensive plans and development regulations. The fifteenth goal references goals and policies of the Shoreline Management Act. These goals direct most population and employment growth to be focused in urban areas to avoid sprawl, provide efficient and effective services and infrastructure within adopted levels of service, and protect environmentally critical areas. See [Exhibit 3.7-1](#).

**Exhibit 3.7-1. GMA Goals**

GMA Goal	Text
<b>(1) Urban growth</b>	Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
<b>(2) Reduce sprawl</b>	Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
<b>(3) Transportation</b>	Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled and are based on regional priorities and coordinated with county and city comprehensive plans.
<b>(4) Housing</b>	Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

<sup>22</sup> Available online at <https://www.commerce.wa.gov/about-us/rulemaking/gma-laws-rules/>.

GMA Goal	Text
<b>(5) Economic development</b>	Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
<b>(6) Property rights</b>	Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
<b>(7) Permits</b>	Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
<b>(8) Natural resource industries</b>	Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands and discourage incompatible uses.
<b>(9) Open space and recreation</b>	Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
<b>(10) Environment</b>	Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
<b>(11) Citizen participation and coordination</b>	Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.
<b>(12) Public facilities and services</b>	Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
<b>(13) Historic preservation</b>	Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
<b>(14) Climate change and resiliency</b>	(14) Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies ... adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
<b>(15) Shorelines</b>	For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

Sources: [RCW 36.70A.020](#) and [RCW 36.70A.480 \(1\)](#), 2023.

Jurisdictions planning under the GMA are required to balance these goals in the development and adoption of their comprehensive plans and development regulations. Counties and cities in most parts of the state—including Central Puget Sound—must prepare comprehensive plans that include objectives, principles, standards, and a future land use map. Required elements of the comprehensive plan include land use, housing, capital facilities plan, utilities, rural (for counties), transportation, economic development, parks and recreation, and climate change and resiliency. Local governments may include other elements if they wish. Development

regulations, such as zoning, must be consistent with the local government’s Comprehensive Plan. Counties and cities must be up to date with the requirements of the GMA, including the periodic update requirements, to be eligible for grants and loans from certain state infrastructure programs.

**VISION 2050 & Multicounty Planning Policies**

Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Pierce, Snohomish, and Kitsap counties. [VISION 2050](#) is the long-range growth management, environmental, economic, and transportation strategy for the four-county Puget Sound region. It was adopted by PSRC in October 2020 and is endorsed by more than 100 member cities, counties, ports, state and local transportation agencies, and Tribal governments within the region. PSRC reviews local plans for consistency with VISION 2050 and the Regional Transportation Plan.

VISION 2050 includes the GMA required multicounty planning policies (MPPs) for the four counties and a regional strategy for accommodating growth through 2050. The MPPs provide direction for more efficient use of public and private investments and inform updates to countywide planning policies and local comprehensive plan updates. VISION 2050 includes 216 MPPs organized by the topic area goals in [Exhibit 3.7-2](#).

**Exhibit 3.7-2. VISION 2050 Topic Area Goals**

Topic Area	VISION 2050 Goal
<a href="#">Regional Collaboration</a> 15 MPPs	The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.
<a href="#">Regional Growth Strategy</a> 16 MPPs	The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.
<a href="#">Environment</a> 22 MPPs	The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.
<a href="#">Climate Change</a> 12 MPPs	The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.
<a href="#">Development Patterns</a> 54 MPPs	The region creates healthy, walkable, compact, and equitable transit oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.
<a href="#">Housing</a> 12 MPPs	The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.



Topic Area	VISION 2050 Goal
<b>Economy</b> 23 MPPs	The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
<b>Transportation</b> 32 MPPs	The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.
<b>Public Services</b> 30 MPPs	The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Source: PSRC [VISION 2050](#), 2020.

The regional growth strategy in VISION 2050 calls for focusing new housing, jobs, and development within regional growth centers and near high capacity transit. The strategy also aims to keep rural areas, farmland, and forests healthy and thriving. Regional growth centers have been a central strategy of regional planning for decades, although centers have been designated through different procedures depending on when they were first designated. Seattle’s six urban centers and two manufacturing industrial centers (MICs) are also designated PSRC Metro Regional Growth Centers (RGCs) and Employment MICs, respectively, in VISION 2050. See [Exhibit 3.7-3](#).

**Exhibit 3.7-3. PSRC Regional Growth Centers in Seattle**

Center	VISION 2050 Center Designation
Downtown	Regional Growth Center—Metro
First Hill/Capitol Hill	Regional Growth Center—Urban
University District	Regional Growth Center—Urban
South Lake Union	Regional Growth Center—Urban
Uptown	Regional Growth Center—Urban
Northgate	Regional Growth Center—Urban
Ballard-Interbay	Manufacturing Industrial Center—Growth
Duwamish	Manufacturing Industrial Center—Growth

Source: PSRC [VISION 2050](#), 2020.

VISION 2050 includes updated regional geographies and modified classifications for cities and unincorporated urban areas based on size, function, and access to high-capacity transit. The updated regional geographies are:

- Metropolitan Cities
- Core Cities
- High-Capacity Transit (HCT) Communities
- Cities & Towns

- Urban Unincorporated Areas
- Rural
- Resource Lands
- Major Military Installations
- Indian Reservation Lands

The City of Seattle is considered a Metropolitan City, which is a civic, cultural, and economic hub with convenient access to high-capacity transit. Per VISION 2050, Metropolitan Cities (including Seattle) are to take a large share of the four-county growth (36% of population and 44% of jobs). VISION 2050 further encourages these cities to accommodate more growth that improves jobs/housing balances, if possible.

### **Countywide Planning Policies**

The GMA requires counties and cities to collaboratively develop countywide planning policies (CPPs) to set the general framework for coordinated land use and population planning between a county and its cities to ensure comprehensive plans are consistent with each other ([RCW 36.70A.210](#)). The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county regarding regional issues and issues affecting common borders ([RCW 36.70A.100](#)).

The King County CPPs were adopted December 14, 2021, and last amended December 6, 2022, and are consistent with PSRC's MPPs and Regional Growth Strategy. The CPPs aim to promote sustainable and equitable growth, protect the environment, and enhance the quality of life for residents. Key topics covered by the CPPs include urban centers, housing, transportation, public facilities, and economic development. The policies encourage compact and coordinated land use patterns, with a focus on preserving open spaces and natural areas. They also promote the use of public transportation and encourage the development of walkable communities.

The CPPs aim to increase the availability of affordable housing for all residents, with a focus on providing housing for low- and moderate-income households. The policies encourage the development of diverse housing options that are accessible to a range of household types, including single-family homes and apartments, as well as middle housing such as townhouses, duplexes, and accessory dwelling units (ADUs). The CPPs' economic vision emphasizes providing opportunities for everyone, including BIPOC<sup>23</sup>-, immigrant-, and women-owned businesses.

The CPPs also set housing and job growth targets for each jurisdiction within the county for the planning period between 2019 and 2044. Other policies related to expanding housing options and neighborhood choice, however, may result in cities needing to increase capacity further to encourage a variety of housing typologies. Seattle's minimum growth targets as set in the CPPs are for 112,000 new housing units and 169,500 new jobs between 2019 and 2044.<sup>24</sup> The City of Seattle has adjusted the growth targets to a 20 year time frame by accounting for constructed

<sup>23</sup> Black, indigenous, persons of color

<sup>24</sup> See Table DP-1 on page 23 of the [King County CPPs](#).

growth in recent years and prorating growth in future years. In spring 2023, a set of amendments to housing affordability targets was developed. For Seattle the units and emergency beds are shared in [Exhibit 3.7-4. Section 3.8 Population, Housing, & Employment](#) provides a discussion of affordable housing.

**Exhibit 3.7-4. Net New Housing Units and Emergency Housing Needed, 2019-2044**

Total Housing Need	0 To ≤30%						Emergency Housing Beds	
	Non-PSH	PSH	>30 To ≤50%	>50 To ≤80%	>80 To ≤100%	>100 To ≤120%		
112,000	28,572	15,024	19,144	7,986	5,422	6,150	29,702	21,401

Legend: PSH = permanent supportive housing  
 Source: King County, 2023.

Appendix 6 of the CPPs also includes designation criteria for countywide growth centers. Countywide growth centers are intended to serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit. Countywide growth centers provide a mix of housing and services and serve as focal points for local and county investment. The criteria include an existing density of at least 18 activity units and planned density of at least 30 activity units. Countywide growth centers are also expected to be between 160–500 acres in size, include frequent all-day transit service, and demonstrate evidence of the center’s regional or countywide role and future market potential to support the planned densities. No countywide growth centers are formally designated in King County although several have received preliminary approval. See [Section 3.6 Land Use Patterns & Urban Form](#) for additional analysis of Seattle’s existing and proposed urban villages in relation to the activity unit and size designation criteria.

**Exhibit 3.7-5. King County Countywide Planning Policies**

Chapter/Element	Vision/Goals
Vision for King County 2050	<p>It is the year 2050 and our county has changed significantly in the roughly 60 years that have elapsed since the first Countywide Planning Policies were adopted in 1992. In 2050,</p> <ul style="list-style-type: none"> <li>▪ Communities across King County are welcoming places where every person can thrive.</li> <li>▪ All residents have access to opportunity and displacement from development is lessened.</li> <li>▪ The cities are vibrant and inviting hubs for people with a safe, affordable, and efficient transportation system that connects people to the places they want to go.</li> <li>▪ Housing is characterized by a full range of options that are healthy, safe, affordable, and open to all.</li> <li>▪ The county’s critical areas are protected and have been restored.</li> <li>▪ Open spaces are well distributed and inviting to all users.</li> <li>▪ The Rural Area is viable and permanently protected with a clear boundary between urban and rural areas.</li> <li>▪ The county boasts of bountiful agricultural areas and productive forest lands.</li> <li>▪ The economy provides opportunities to everyone and includes Black, Indigenous, and other People of Color-owned businesses; immigrant- and women-owned businesses; locally owned businesses; and global corporations.</li> </ul>



Chapter/Element	Vision/Goals
Environment	Overarching Goal: The quality of the natural environment in King County is restored and protected for future generations.
Development Patterns	Overarching Goal: Growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.
Housing	Overarching Goal: Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to: <ul style="list-style-type: none"> <li>▪ preserve, improve, and expand their housing stock;</li> <li>▪ promote fair and equitable access to housing for all people; and</li> <li>▪ take actions that eliminate race-, place-, ability-, and income-based housing disparities.</li> </ul>
Economy	Overarching Goal: All people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation.
Transportation	Overarching Goal: The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term.
Public Facilities and Services	Overarching Goal: County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy.

Source: BERK Consulting, Inc.

## Local Framework

### Seattle’s Existing Comprehensive Plan

Seattle’s current Comprehensive Plan, *Seattle 2035*, is a 20-year vision and roadmap for Seattle’s future. The plan guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries. *Seattle 2035* is the framework for most of Seattle’s big-picture decisions on how to grow while preserving and improving the city’s neighborhoods.

The Comprehensive Plan was first adopted in 1994 consistent with the GMA. Less extensive revisions and updates are incorporated on an annual basis and major “periodic reviews” were completed in 2004 and 2016. The current plan was last amended in 2022.

The One Seattle Comprehensive Plan Update is the next major periodic review.

Volume 1 of the Comprehensive Plan 2035 consists of fourteen major elements—all of these will be reviewed and updated as part of the proposal:

1. Growth Strategy Element
2. Land Use Element
3. Transportation Element
4. Housing Element
5. Capital Facilities Element
6. Utilities Element

7. Economic Development Element
8. Environment Element
9. Parks and Open Space Element
10. Arts and Culture Element
11. Community Well-Being Element
12. Community Engagement Element
13. Container Port Element
14. Shoreline Element

The four core values of Seattle’s Comprehensive Plan are:

- **Race and Social Equity**—limited resources and opportunities must be shared; and the inclusion of under-represented communities in decision-making processes is necessary.
- **Environmental Stewardship**—protect and improve the quality of our global and local natural environment.
- **Community**—developing strong connections between a diverse range of people and places.
- **Economic Opportunity and Security**—a strong economy and a pathway to employment is fundamental to maintaining our quality of life.

Volume 2 of the Comprehensive Plan consists of the City’s 38 adopted neighborhood plans.

### Urban Villages Strategy & Distribution of Growth

The urban village strategy is the foundation of Seattle’s Comprehensive Plan. It is the City’s unique approach to meeting the state GMA requirement and is similar to VISION 2050’s growth centers approach. This strategy encourages most of the city’s expected future growth to occur in specific areas that are best able to absorb and capitalize on that growth. The City has designated four types of areas (represented in Alternative 1 No Action<sup>25</sup>), each of which has a different function and character with varying amounts and intensity of growth and mixes of land uses:

1. **Urban centers** are the densest Seattle neighborhoods. They act as both regional centers and local neighborhoods that offer a diverse mix of uses, housing, and employment opportunities.
2. **Hub urban villages** are communities that offer a balance of housing and employment but are generally less dense than urban centers. These areas provide a mix of goods, services, and employment for their residents and surrounding neighborhoods.
3. **Residential urban villages** are areas of residential development, generally at lower densities than urban centers or hub urban villages. While they are also sources of goods and

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<sup>25</sup> See [Exhibit 2.1-1](#) in [Chapter 2](#) for a cross-walk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5. Alternative 1 No Action would retain the City’s Seattle 2035 urban village strategy and center/village designations—the existing urban centers and villages are categorized here according to the new place types proposed under Alternatives 2-5 for comparison purposes only. Ballard would remain a “Hub Urban Village” under Alternative 1, would be called an “Urban Center” under Alternatives 2-5, and would be redesignated as a Regional Center (as shown here) under Alternative 5.

services for residents and surrounding communities, for the most part they do not offer many employment opportunities.

4. **Manufacturing/industrial centers (MICs)** are home to the city’s thriving industrial businesses. Like urban centers, they are important regional resources for retaining and attracting jobs and for maintaining a diversified economy.

The urban village strategy is designed to support the Comprehensive Plan’s core values by directing growth to existing urban centers and villages, contributing to the vibrancy of neighborhood centers, and reinforcing the benefits of City investments in transit, parks, utilities, community centers, and other infrastructures.

**Land Use Element**

The Land Use Element includes goals and policies guiding the physical form and activities allowed in the city. The goals address the City’s urban village strategy, housing densities, mixed-use areas, commercial and industrial areas, historic preservation, and critical areas. See [Exhibit 3.7-6](#).

**Exhibit 3.7-6. Seattle 2035 Land Use Element Goals**

Goal	Text
LU G1	Achieve 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.
LU G2	Provide zoning and accompanying land use regulations that • allow a variety of housing types to accommodate housing choices for households of all types and income levels; • support a wide diversity of employment-generating activities to provide jobs for a diverse residential population, as well as a variety of services for residents and businesses; and • accommodate the full range of public services, institutions, and amenities needed to support a racially and economically diverse, sustainable urban community.
LU G3	Allow 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.
LU G4	Provide opportunities for locating radio and television broadcast utilities (major communications utilities) to support continued and improved service to the public and to address potential impacts to public health.
LU G5	Establish development standards that guide building design to serve each zone’s function and produce the scale and character desired, while addressing public health, safety, and welfare.
LU G6	Regulate off-street parking to address parking demand in ways that reduce reliance on automobiles, improve public health and safety, reduce greenhouse gas emissions, lower construction costs to reduce the cost of housing and increase affordable housing, create attractive and walkable environments, and promote economic development throughout the city.
LU G7	Provide opportunities for detached single-family and other compatible housing options that have low height, bulk, and scale in order to serve a broad array of households and incomes and to maintain an intensity of development that is appropriate for areas with limited access to services, infrastructure constraints, fragile environmental conditions, or that are otherwise not conducive to more intensive development.
LU G8	Allow a variety of housing types and densities that is suitable for a broad array of households and income levels, and that promotes walking and transit use near employment concentrations, residential services, and amenities.
LU G9	Create and maintain successful commercial/mixed-use areas that provide a focus for the surrounding neighborhood and that encourage new businesses, provide stability and expansion opportunities for existing

Goal	Text
	businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments.
<b>LU G10</b>	Provide sufficient land with the necessary characteristics to allow industrial activity to thrive in Seattle and protect the preferred industrial function of these areas from activities that could disrupt or displace them.
<b>LU G11</b>	Promote Downtown Seattle as an urban center with the densest mix of residential and commercial development in the region, with a vital and attractive environment that supports employment and residential activities and is inviting to visitors.
<b>LU G12</b>	Provide flexibility in standard zone provisions or supplement those provisions to achieve special public purposes in areas where unique conditions exist, such as shorelines, historic and special review districts, and major institutions.
<b>LU G13</b>	Encourage the benefits that major institutions offer the city and the region, including health care, educational services, and significant employment opportunities, while mitigating the adverse impacts associated with their development and geographic expansion.
<b>LU G14</b>	Maintain the city’s cultural identity and heritage.
<b>LU G15</b>	Promote the economic opportunities and benefits of historic preservation.
<b>LU G16</b>	Promote the environmental benefits of preserving and adaptively reusing historic buildings.
<b>LU G17</b>	Maintain a regulatory system that aims to • protect the ecological functions and values of wetlands and fish and wildlife conservation areas; • prevent erosion on steep slopes; • protect public health, safety, and welfare in areas subject to landslides, liquefaction, floods, or peat settlement, while permitting reasonable development; • protect the public by identifying seismic and volcanic hazard areas; and • avoid development that causes physical harm to people, property, public resources, or the environment.

Source: Seattle 2035, 2022.

Policies underneath the goals provide direction on how these goals should be implemented.

The Land Use Element also includes a Future Land Use Map with several designations (illustrated in Alternative 1 No Action<sup>26</sup> in [Chapter 2](#)).

- Urban Center
- Hub Urban Village
- Residential Urban Village
- Manufacturing / Industrial Center
- Neighborhood Residential Areas
- Multi-Family Residential Areas
- Commercial / Mixed Use Areas
- Industrial Areas
- Major Institutions
- Cemetery
- City-Owned Open Space

<sup>26</sup> See [Exhibit 2.1-1](#) in [Chapter 2](#) for a cross-walk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5. Alternative 1 No Action would retain the City’s Seattle 2035 urban village strategy and center/village designations—the existing urban centers and villages are categorized here according to the new place types proposed under Alternatives 2-5 for comparison purposes only. Ballard would remain a “Hub Urban Village” under Alternative 1, would be called an “Urban Center” under Alternatives 2-5, and would be redesignated as a Regional Center (as shown here) under Alternative 5.

### **Capital Facilities Element & Capital Improvement Program**

The City includes a Capital Facilities Element with goals that are carried forward with specific projects and matching revenues in a Capital Improvement Program:

- CF G1 Develop and manage capital facilities to provide long-term environmental, economic, social, and health benefits for all residents and communities when using public investments, land, and facilities.
- CF G2 Reduce ongoing resource consumption and day-to-day costs of the City’s capital facilities, and protect their long-term viability, while serving the needs of the people who use them.
- CF G3 Locate capital facilities to achieve efficient citywide delivery of services, support an equitable distribution of services, minimize environmental impacts, and maximize facilities’ value to the communities in which they are located.
- CF G4 Design and construct capital facilities so that they are considered assets to their communities and act as models of environmental, economic, and social stewardship.
- CF G5 Make efficient use of resources when investing in facilities and service delivery that involve other agencies and organizations.

Annually the City adopts a capital improvement program addressing a six-year period and includes major repair and replacement and capacity projects addressing growth. The current one is 2023-2028. It addresses improvements towards:

- Culture & Recreation: Parks and Recreation, Seattle Center, The Seattle Public Library
- Transportation
- Seattle City Light
- Seattle Public Utilities: Drainage & Wastewater, Solid Waste, Water, Technology Projects
- Administration: Finance and Administrative Services, Information Technology

### **Comprehensive Plan Racial Equity Analysis**

The City, in collaboration with the organization PolicyLink, developed an equity evaluation of the 2035 Comprehensive Plan based on a Community Engagement Report using targeted conversations and a Racial Equity Analysis Findings and Recommendations. The review identified persistent racial disparities in Seattle related to:

- Housing affordability, choice, and ownership
- Access to neighborhoods of opportunity (incl. parks, schools, healthy environment)
- Housing insecurity and displacement risk
- Access to Seattle’s economic prosperity

PolicyLink identified the following recommendations for Comprehensive Plan update:

- **Growth strategy:** Allow more housing types across the city with equitable access to wealth building and neighborhood opportunities.



- **Affordable housing:** Support tools to increase supply of affordable housing with community control and long-term affordability.
- **Displacement:** More and stronger anti-displacement policies and tools, including preservation of cultural communities.
- **Inclusive economy:** Data-informed tools to promote equitable economic opportunity, e.g., training and hiring preferences.
- **Community engagement:** Provide financial/technical support for sustained BIPOC involvement around comp plan update.

### **130<sup>th</sup>/145<sup>th</sup> Station Area Plan**

The *130<sup>th</sup> and 145<sup>th</sup> Station Area Plan*, adopted in July 2022, outlines the community and City’s concepts for land use, mobility and other policies and investments to support a regional vision for integrating fast and reliable transit with compact walkable communities. The Plan is intended to guide decisions for public and private investment near these high-capacity transit stations. Topics addressed in the plan include land use, mobility, housing, open space, and other community needs. Goals, strategies, and early actions included in the Plan are guided by the following vision:

*The 130<sup>th</sup> and 145<sup>th</sup> Station Area is a lively, walkable and welcoming North Seattle neighborhood. Major streets have roomy, tree-lined sidewalks, and other green infrastructure. Bicycle infrastructure makes everyday trips to transit stations, schools and neighboring urban villages enjoyable and safe. An array of housing offers options affordable to a broad range of incomes and lifestyles. Small shops and cafes near the station cater to locals, commuters, students and visitors. Local and citywide lovers of nature, recreation and culture treasure the abundant greenspaces and unique cultural events so easily reached by walking, biking or transit.*

The station area in the *130<sup>th</sup> and 145<sup>th</sup> Station Area Plan* includes the area within ½ mile (about a 10-minute walk) of the 130<sup>th</sup> and 145<sup>th</sup> Link stations, and within ¼ mile (about a 5-minute walk) of the 145<sup>th</sup>/15<sup>th</sup> Ave Stride bus rapid transit (BRT) station. The Plan also considers a larger study area that includes communities that can access the stations by a longer walk or a short bike or bus ride.

## 3.7.2 Impacts

### Impacts Common to All Alternatives

#### Growth Management Act

Seattle adopted its Comprehensive Plan complying with the GMA in 1994 and it has been amended periodically since that time. The plan contains the elements required by the GMA and the City has adopted land use and environment regulations ([Title 23](#) and [Title 25](#) in the SMC) that implement the plan.

The action alternatives would each adopt a new growth strategy and each element of the Comprehensive Plan would be updated. The plan would continue to focus growth in an urban area with a range of public services and multimodal transportation options, provide for parks and recreation, and protect critical areas and historic resources consistent with the GMA.

The Draft EIS alternatives each accommodate the 2044 growth targets and examine different ways the City could distribute its 2044 forecast growth with varying degrees of concentration. Focusing growth within urban areas in this manner is consistent with GMA policies that seek to prevent sprawl and preserve rural areas and resource lands. All alternatives have sufficient zoned vacant and redevelopable land to accommodate the minimum 20-year population, housing, and job allocations. See [Exhibit 3.7-7](#).

#### **Exhibit 3.7-7. Growth Management Act Goals—Alternative Evaluations**

GMA Goal	Discussion
<b>(1) Urban growth</b>	Each studied alternative would serve growth with city or municipal services.
<b>(2) Reduce sprawl</b>	Each studied alternative would focus on redevelopment in an urban environment.
<b>(3) Transportation</b>	Each studied alternative would place most growth in centers and around transit investments. Alternatives 2 and 5 support a station area plan at 130th and 145th Street Station Areas. Alternatives 4 and 5 further emphasize a range of housing types along corridors.
<b>(4) Housing</b>	All alternatives accommodate housing growth targets and Alternatives 3-5 add more emphasis on middle housing and other housing types. See also <a href="#">Section 3.8 Population, Housing, &amp; Employment</a> for a discussion of how the alternatives impact housing and address new GMA housing requirements in HB 1220.
<b>(5) Economic development</b>	All alternatives accommodate job targets. Most jobs would be located in Area 4 Downtown and all alternatives and the action alternatives spread a slightly higher share of retail/service jobs in neighborhoods in support of greater residents.
<b>(6) Property rights</b>	All alternatives support a reasonable use of property.
<b>(7) Permits</b>	All alternatives would implement City policies promoting fair permitting. Alternatives 2 and 5 could include a planned action or other facilitated environmental review process for the 130th and 145th Station Areas.
<b>(8) Natural resource industries</b>	There are no designated resource lands in the city limits. Alternatives 2-5 would concentrate more housing growth in balance with jobs, which could help reduce the

GMA Goal	Discussion
	potential regionally for low-density development outside of the city and other urban areas.
<b>(9) Open space and recreation</b>	All alternatives create a demand for parks and recreation under adopted levels of service. The updated Comprehensive Plan could include an updated level of service standard. See <a href="#">Section 3.11 Public Services</a> .
<b>(10) Environment</b>	All alternatives would add redevelopment that could implement improved water quality; see <a href="#">Section 3.1 Earth &amp; Water Quality</a> . The potential for tree canopy loss or gain is addressed in <a href="#">Section 3.3 Plants &amp; Animals</a> .
<b>(11) Citizen participation and coordination</b>	Alternative 1 No Action was based on an engagement process and annual docket evaluation that involved the public in the last periodic review. Relevant to the action alternatives, the One Seattle public participation plan outlines how the City intends to engage community members in the plan update. See the Summary of the scoping process for this EIS in <a href="#">Chapter 2 Proposal &amp; Alternatives</a> .
<b>(12) Public facilities and services</b>	All alternatives would allow for growth that increases demand for public services with Alternative 1 the least and Alternative 5 the most. The City and municipal providers regularly plan for capital facilities to meet current and projected needs. See <a href="#">Section 3.11 Public Services</a> and <a href="#">Section 3.12 Utilities</a> .
<b>(13) Historic preservation</b>	Each alternative could result in redevelopment that has the potential to alter eligible historic resources or result in ground disturbing activities that could affect cultural resources. See the evaluation and mitigation measures in <a href="#">Section 3.9 Cultural Resources</a> .
<b>(14) Climate change and resiliency</b>	Action alternatives include a new Environment and Climate element to advance GHG reduction and climate adaptation measures. The No Action Alternative would continue existing city plans and programs meant to address climate change but were not designed to meet the new HB 1181 requirements in full.
<b>(15) Shorelines</b>	The City maintains a shoreline master program under the Shoreline Management Act. It is updated periodically under a different timeline. The City must be consistent with the shoreline goals of environmental conservation, public access, and shoreline-oriented uses.

Source: BERK, 2023.

### **VISION 2050 & Multicounty Planning Policies**

VISION 2050 policies and alternatives’ consistency are evaluated in [Exhibit 3.7-8](#). Highlights are described below.

**VISION 2050 Regional Growth Strategy, Development Pattern, and Housing Policies:** The action alternatives would update the Comprehensive Plan to meet VISION 2050 policies. The No Action Alternative would not update the Comprehensive Plan policies, though the growth capacity would still meet minimum growth targets expected of a Metropolitan city. The action alternatives provide for more growth and could add capacity to meet additional policies and objectives in VISION 2050 including improved balance of jobs and housing, creating opportunities for middle housing, focusing more growth around transit investments, and contributing to a pattern of growth that supports regional climate goals. See [Section 3.8 Population, Housing, & Employment](#) for a discussion of how the alternatives impact housing and address new GMA housing requirements in HB 1220.

**VISION 2050 Climate Policies:** All studied alternatives would increase greenhouse gas emissions associated with buildings and waste. The growth levels of Alternatives 2 through 4 combined with anticipated reductions in fuel emissions would reduce transportation emissions. Alternative 5 would slightly increase transportation emissions. The region-wide benefit of channeling development that might otherwise occur in peripheral areas of the city or region to targeted areas could serve to offset these impacts. Additionally, all alternatives appear to result in lower GHG emissions on a per capita basis compared to existing conditions, and action alternatives would have lower per capita rates compared to the No Action Alternative. See [Section 3.2 Air Quality & GHG Emissions](#).

**VISION 2050 Environment Policies:** All alternatives would result in redevelopment that could improve water quality but depending on design could remove tree canopy. Mitigation measures in [Section 3.1 Earth & Water Quality](#) and [Section 3.3 Plants & Animals](#) could reduce such impacts. Growth in Seattle that is more balanced between housing and jobs could be beneficial for overall growth patterns in the region and reduce development pressures in other non-urban areas.

**VISION 2050 Public Services Policies:** All alternatives would increase the demand for public services and utilities, requiring capital facility planning. The No Action Alternative would increase the demand the least and Alternative 5 the most. See [Section 3.11 Public Services](#) and [Section 3.12 Utilities](#).

**Exhibit 3.7-8. VISION 2050—Alternatives Evaluation**

Topic Area	VISION 2050 Goal	Evaluation
<a href="#">Regional Collaboration</a> 15 MPPs	The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.	All alternatives would plan for growth that meets countywide planning policies, which helps promote consistency with other jurisdictions. All alternatives address growth focused on high-capacity transit and centers. This is further emphasized citywide under Alternatives 4 and 5 around corridors and the redesignated Ballard Regional Center under Alternative 5, as well as the urban center in Alternatives 2 and 5 for the 130 <sup>th</sup> and 145 <sup>th</sup> Street Station Areas.  <i>MPP-RC-8 Direct subregional funding, especially county-level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. County-level and local funding are also appropriate to prioritize to regional centers.</i>
<a href="#">Regional Growth Strategy</a> 16 MPPs	The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain	All alternatives meet MPP-RGS-9 to focus growth in regional growth centers and meet minimum housing growth targets. The action alternatives increase housing growth above minimum growth targets to better balance jobs and housing and to provide for middle housing as well as focus growth around high-capacity transit, especially

Topic Area	VISION 2050 Goal	Evaluation
	important cultural, economic, and rural lifestyle opportunities over the long term.	<p>Alternatives 4 and 5. This is consistent with MPP-RGS-7 that suggests greater housing in Metropolitan Cities like Seattle and MPP-RGS-12 that shows a priority of growth around high-capacity transit.</p> <p><i>MPP-RGS-7 Provide additional housing capacity in Metropolitan Cities in response to rapid employment growth, particularly through increased zoning for middle density housing. Metropolitan Cities must review housing needs and existing density in response to evidence of high displacement risk and/or rapid increase in employment.</i></p> <p><i>MPP-RGS-9 Focus a significant share of population and employment growth in designated regional growth centers.</i></p> <p><i>MPP-RGS-12 Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.</i></p>
<p><b><u>Environment</u></b> 22 MPPs</p>	<p>The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.</p>	<p>All alternatives would add redevelopment that could implement improved water quality; see <b>Section 3.1 Earth &amp; Water Quality</b>. The potential for tree canopy loss or gain is addressed in <b>Section 3.3 Plants &amp; Animals</b>.</p>
<p><b><u>Climate Change</u></b> 12 MPPs</p>	<p>The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.</p>	<p>Growth could increase emissions such as in buildings and waste sources; transportation emissions would decrease for all alternatives except Alternative 5. Overall, the No Action Alternative would decrease per capita greenhouse gas emissions and the action alternatives would smaller rates of per capita emissions than the No Action Alternative. See <b>Section 3.2 Air Quality &amp; GHG Emissions</b>.</p>
<p><b><u>Development Patterns</u></b> 54 MPPs</p>	<p>The region creates healthy, walkable, compact, and equitable transit oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.</p>	<p>All alternatives would focus growth in centers and near transit investments, especially Alternatives 4 and 5.</p> <p>There are no designated resource lands in the city limits. Alternatives 2-5 would concentrate more housing growth in balance with jobs, which could help the region to reduce the potential for low-density development outside of urban areas.</p>
<p><b><u>Housing</u></b> 12 MPPs</p>	<p>The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy,</p>	<p>All alternatives meet total housing growth targets and Alternatives 2-5 add more emphasis on middle housing and other housing types,</p>



Topic Area	VISION 2050 Goal	Evaluation
	and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.	particularly Alternatives 3-5. See also <b>Section 3.8 Population, Housing, &amp; Employment</b> for a discussion of how the alternatives impact housing and address new GMA housing requirements in HB 1220.  <i>MPP-H-1 Plan for housing supply, forms, and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.</i>
<b>Economy</b> 23 MPPs	The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.	All alternatives accommodate job targets. Most jobs would be located in Area 4 Downtown. The action alternatives spread a slightly higher share of retail/service jobs in neighborhoods in support of greater residents.
<b>Transportation</b> 32 MPPs	The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.	Each studied alternative would place most growth in centers and around transit investments. Alternatives 2 and 5 support a station area plan at 130 <sup>th</sup> and 145 <sup>th</sup> Street areas. Alternatives 4 and 5 further emphasize a range of housing types along corridors.  Transportation improvements would be multimodal. More investments would be needed with greater growth.  See <b>Section 3.10 Transportation</b> .
<b>Public Services</b> 30 MPPs	The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.	All alternatives would allow for growth that increases demand for public services with Alternative 1 the least and Alternative 5 the most. The City and municipal providers regularly plan for capital facilities to meet current and projected needs.  See <b>Section 3.11 Public Services</b> and <b>Section 3.12 Utilities</b> .

Source: BERK, 2023.

### **Countywide Planning Policies**

Each alternative would provide capacity to meet minimum growth targets for housing and jobs. See **Exhibit 3.7-9**. The ability to produce housing at affordability levels is described in **Section 3.8 Population, Housing, & Employment**. The County would also meet minimum standards for the countywide center of 130<sup>th</sup> Avenue Station Area by total area and activity units under Alternatives 2 and 5.

**Exhibit 3.7-9. Countywide Planning Policies, Major Goals—Alternatives Evaluation**

Chapter/ Element	Goals	Evaluation
<b>Environment</b>	Overarching Goal: The quality of the natural environment in King County is restored and protected for future generations.	All alternatives would add redevelopment that could implement improved water quality; see <a href="#">Section 3.1 Earth &amp; Water Quality</a> . The potential for tree canopy loss or gain is addressed in <a href="#">Section 3.3 Plants &amp; Animals</a> .
<b>Development Patterns</b>	Overarching Goal: Growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.	In general, all alternatives <sup>27</sup> would focus the majority of future growth into urban centers and villages. An additional 80,000 housing units would be added consistent with past growth and existing plan goals which would occur primarily in existing urban centers and villages under all alternatives. The additional 20,000 or 40,000 housing units added under the action alternatives would be accommodated within new place types or expanded urban center and village boundaries located throughout the city depending on the alternative.
<b>Housing</b>	Overarching Goal: Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to: <ul style="list-style-type: none"> <li>▪ preserve, improve, and expand their housing stock;</li> <li>▪ promote fair and equitable access to housing for all people; and</li> <li>▪ take actions that eliminate race-, place-, ability-, and income-based housing disparities.</li> </ul>	The Countywide Planning Policies include housing targets by affordability bands. <ul style="list-style-type: none"> <li>▪ 0-30% Area Median Income (AMI): 6%</li> <li>▪ 31-50% AMI: 10%</li> <li>▪ 51-80% AMI: 17%</li> <li>▪ Over 80% AMI: 66%</li> </ul> All alternatives meet total housing growth targets. Considering the match of unit types to income bands, action alternatives perform better particularly Alternatives 5 with the greatest opportunity to provide a range of housing types at different income levels. Please see <a href="#">Section 3.8 Population, Housing, &amp; Employment</a> for a discussion of how the alternatives impact housing.
<b>Economy</b>	Overarching Goal: All people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation.	All alternatives would accommodate job targets and would promote economic opportunity in the city and region. Most jobs would be located in Area 4 Downtown and the action alternatives spread a slightly higher share of retail/service jobs in neighborhoods in support of greater residents. The action alternatives would include additional policies related to workforce development, supporting and growing neighborhood commercial districts, sustaining a healthy climate for growing and emerging industries, and supporting the city’s competitive advantage in the industrial and maritime sectors. The action alternatives would also incorporate policies to ensure equitable access to living-wage careers for all residents, and particularly BIPOC communities to be able to share equally in the benefits of Seattle’s growing economy.

<sup>27</sup> See [Exhibit 2.1-1](#) in [Chapter 2](#) for a cross-walk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5. Alternative 1 No Action would retain the City’s Seattle 2035 urban village strategy and center/village designations. Ballard would remain a “Hub Urban Village” under Alternative 1, would be called an “Urban Center” under Alternatives 2-5, and would be redesignated as a Regional Center under Alternative 5.

Chapter/ Element	Goals	Evaluation
<b>Transportation</b>	Overarching Goal: The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term.	Each studied alternative would place most growth in centers and around transit investments. Alternatives 2 and 5 support a station area plan at 130 <sup>th</sup> and 145 <sup>th</sup> Street areas. Alternatives 4 and 5 further emphasize a range of housing types along corridors.  Transportation improvements would be multimodal. More investments would be needed with greater growth.  See <a href="#">Section 3.10 Transportation</a> .
<b>Public Facilities and Services</b>	Overarching Goal: County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy.	All alternatives would allow for growth that increase demand for public services with the least amount of growth and new demand under the No Action Alternative and the most under Alternative 5. The City and municipal providers regularly plan for capital facilities to meet current and projected needs. See <a href="#">Section 3.11 Public Services</a> and <a href="#">Section 3.12 Utilities</a> .

Source: BERK, 2023.

### **130<sup>th</sup>/145<sup>th</sup> Station Area**

Each alternative differs in its treatment of the 130th/145th Station Area Plan. See the discussions below.

### **Equity & Climate Vulnerability Considerations**

The action alternatives would adopt a new Comprehensive Plan with a new growth strategy and new Housing Element incorporates the newest requirements to address racially disparate impacts in housing and provide opportunities for housing under a range of income categories per HB1220. The growth strategies under the alternatives would respond to HB1220 requirements as well as PolicyLink recommendations to allow “more housing types across the city with equitable access to wealth building and neighborhood opportunities.”

The action alternatives allocate a similar or greater amount of growth to villages as the No Action Alternative. Additional growth over the No Action Alternative is planned in Neighborhood Residential areas and is either clustered (in neighborhood centers under Alternative 2 or in corridors under Alternative 4) or distributed across single family areas with middle housing types (Alternatives 3 and 5).

In addition, the action alternatives include new climate policies focused on reducing emissions from buildings and transportation and making the city more capable of withstanding the impacts of climate change. The action alternatives would allow more growth and could increase emissions locally per [Section 3.2 Air Quality & GHG Emissions](#); however, the region-wide benefit of channeling development that might otherwise occur in peripheral areas of the city or region to targeted areas could serve to offset these impacts.

Long-range policies are meant to bring Seattle closer to being carbon neutral by 2050 and help to build a city that adapts and is resilient to rising seas, heat waves, flooding, and more extreme storms. Seattle is committed to working with partners to reach county, regional, and statewide goals (City of Seattle, 2022).

### Impacts of Alternative 1: No Action

Alternative 1, No Action, would meet GMA goals regarding compact growth served by multimodal transportation and municipal services. It would not meet new GMA requirements to amend the Housing Element to address new requirements in HB1220 regarding housing opportunities by income band and the removal of racially disparate impacts. Likewise, new housing targets by income band and special needs housing required in Countywide Planning Policies would not be met. Alternative 1 could perhaps conflict with Countywide Planning Policies that direct cities to provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County as it would continue to limit the range of housing options in many areas of Seattle.

The No Action Alternative would provide capacity to minimum housing and growth targets consistent with VISION 2050, but other elements of the Comprehensive Plan would not reflect more recent VISION 2050 policies regarding equity, climate change, and others. The No Action Alternative would not include a new climate element to meet GMA requirements or VISION 2050 policies nor address the findings of the equity evaluation of Seattle 2035 plan.

Greenhouse gas emissions could increase for buildings and waste and less so for transportation under the No Action Alternative; per capita air emissions would be slightly higher than under the action alternatives but still lower than existing per capita rates. See [Section 3.2 Air Quality & GHG Emissions](#).

### 130<sup>th</sup>/145<sup>th</sup> Station Area

The *130<sup>th</sup> and 145<sup>th</sup> Station Area Plan* and its vision and strategies would not be implemented under the No Action Alternative. Housing and job growth around both station areas would be minimal.

### Impacts of Alternative 2: Focused

**Policies:** All the action alternatives, including Alternative 2, would update the Comprehensive Plan policies to meet state and regional requirements. Areas of focus include the following:

- **Climate Change:** The Comprehensive Plan will include new climate policies focused on reducing emissions from buildings and transportation and making the city more capable of withstanding the impacts of climate change. Long-range policies will bring Seattle closer to being carbon neutral by 2050 and adapt to climate exposures despite rising seas, heat waves, flooding, and more extreme storms. Seattle is committed to collaborating with partners to reach county, regional, and statewide goals.

- **Economic Development:** The Economic Development Element will seek to support and grow neighborhood commercial districts, sustain a healthy climate for growing and emerging industries, and support the city's competitive advantage in the industrial and maritime sectors. The update will include policies to ensure equitable access to living-wage careers for all residents and allow BIPOC communities to be able to share equally in the benefits of Seattle's growing economy.
- **Housing:** A new element would meet new GMA requirements and address additional housing types and affordability levels. The intent is to address the City's severe housing shortage and increasing rents and home sales prices, provide resources for low-income housing, address the underproduction of smaller and lower cost homes, remove racial disparities in housing access and homeownership, reduce displacement risks, and reduce the risks of becoming homeless.
- **Parks and Open Space:** The City will develop strategies that expand, connect, improve, and maintain Seattle's public space network. The effort centers racial equity to support the health and well-being of all communities. The work will include identifying how public space can help provide resilience to climate change. The Plan will also look at ways Seattle can deliver green improvements to neighborhoods that are vulnerable to displacement in ways that support community stability.
- **Transportation:** The Transportation Element contains broad policy guidance for a transportation system that meets the city's mobility needs and advances climate, safety, and equity goals. The element will address growth across Seattle by supporting improvements to benefit walking, biking, transit, and freight mobility. The Comprehensive Plan is being updated at the same time as the Seattle Transportation Plan, which will provide more details about strategies and actions Seattle will take to fulfill a collective transportation vision.
- **Environment and Climate Element:** A chapter of the plan will address new requirements of HB 1181 to provide a climate change and resiliency element including GHG reduction and resiliency sub-elements. Goals include becoming carbon neutral by 2050 and being prepared for direct and indirect impacts of climate change and other natural hazards.

**Growth Targets and Strategies:** Alternative 2 would provide more housing in areas of focused growth than Alternative 1 which would support an improved jobs/housing balance.

Allowing for greater growth in Metropolitan Cities to provide more housing types and support transit is consistent with VISION 2050. See also [Section 3.8 Population, Housing, & Employment](#) for a discussion of how Alternative 2 impacts housing and addresses new GMA housing requirements in HB 1220.

**Consistency with State and Regional Environmental Goals:** Alternative 2 would allow for improved water quality where new development implements modern stormwater standards. More growth could accelerate loss of tree canopy unless development standards are modified as noted in [Section 3.3 Plants & Animals](#) and [Section 3.6 Land Use Patterns & Urban Form](#). Air quality results show slightly reduced per capita emissions compared to the No Action Alternative including reduced transportation emissions (see [Section 3.2 Air Quality & GHG Emissions](#)).



### **130<sup>th</sup>/145<sup>th</sup> Station Area**

Land use designations, zoning, and policies under Alternative 2 would implement the *130<sup>th</sup> and 145<sup>th</sup> Station Area Plan* vision and strategies. Both stations areas would see more growth clustered in the newly designated neighborhood centers compared to the No Action Alternative and existing conditions. Growth would increase activity units from 18.6 (existing) to 29.9 around NE 130<sup>th</sup> Street and from 35.7 (existing) to 83.3 around 15<sup>th</sup> and 145<sup>th</sup>.

### **Impacts of Alternative 3: Broad**

Impacts under Alternative 3 are similar to those described under Alternative 2, except that more attention to middle housing types would occur in Neighborhood Residential Areas. This could help implement VISION 2050 policies that allow for more housing capacity in Metropolitan cities to support middle housing types.

### **130<sup>th</sup>/145<sup>th</sup> Station Area**

Not applicable. The *130<sup>th</sup> and 145<sup>th</sup> Station Area Plan* would not be implemented.

### **Impacts of Alternative 4: Corridor**

Impacts under Alternative 4 are similar to those described under Alternative 2. Allowing for additional housing types around high-capacity transit corridors would help implement VISION 2050 policies that allow for more housing capacity in Metropolitan cities to address transit investments.

### **130<sup>th</sup>/145<sup>th</sup> Station Area**

Not applicable. The *130<sup>th</sup> and 145<sup>th</sup> Station Area Plan* would not be implemented.

### **Impacts of Alternative 5: Combined**

Alternative 5 would update the Comprehensive Plan to meet state and regional requirements. It would provide the greatest capacity for housing to meet affordability and jobs/housing balance goals, benefiting the region's environmental conservation goals.

The City intends to designate two new centers under Alternative 5—one under PSRC's VISION 2050 plan and one under the CPP countywide centers, though it must be nominated in the countywide planning policies (DP-32). See [Exhibit 3.7-10](#) and [Section 3.6 Land Use Patterns & Urban Form](#):

- The existing **Ballard** Hub Urban Village would be redesignated as a regional center. It would likely be proposed to be designed as a regional center by the Puget Sound Regional Council as part of future processes. The proposed regional growth center in Ballard would meet

PSRC designation criteria for size and existing and planned future activity units with a study area of 495 acres and 67.7 existing and 101.0 planned activity units by 2044.

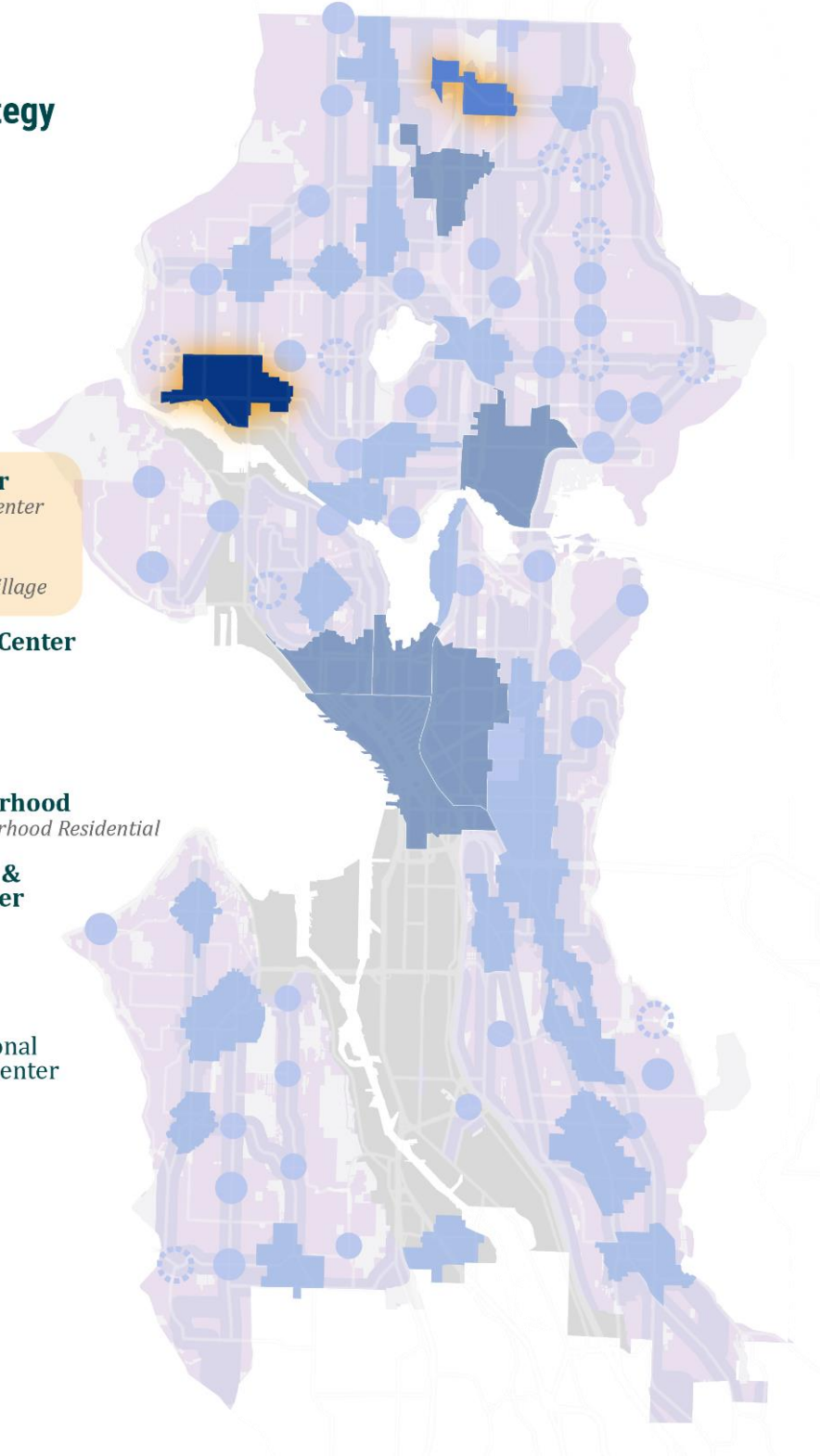
- The **NE 130th Street Station Area** would be designated a new urban center. It would likely be proposed to be designated as a Countywide Center as part of future processes. The proposed center at NE 130<sup>th</sup> Street Station Area would meet countywide center designation criteria for existing and planned future activity units with 18.4 existing and 35.5 planned activity units by 2044.

Exhibit 3.7-10. Proposed Redesignated and New Centers—Alternative 5

### One Seattle Plan Draft Growth Strategy

#### Place types

-  **Regional Center**  
*previously Urban Center*
-  **Urban Center**  
*previously Urban Village*
-  **Neighborhood Center**  
*new place type*
-  **Corridors**  
*new place type*
-  **Urban Neighborhood**  
*previously Neighborhood Residential*
-  **Manufacturing & Industrial Center**
-  Potential additional  
Neighborhood Center



Source: City of Seattle, 2023.

The Alternative also expands existing urban centers and villages.<sup>28</sup> The boundary expansions for regional and urban centers are intended to allow them to comply with Countywide Center criteria for size. The Admiral, Morgan, and Upper Queen Anne centers do not meet activity units for Countywide Centers (30 activity unit threshold) in Alternative 5 though their size would meet standards. A preferred alternative, if included in the Final EIS, could allocate more growth in those center locations such as by moving housing and job allocations from corridors or other place types. See [Exhibit 3.7-11](#) and [Exhibit 3.7-12](#).

**Exhibit 3.7-11. Proposed Center Expansions—Alternative 5**

Type of Expansion	Centers	Size and Activity Units
Expand centers too small to meet <b>Countywide Center criteria</b> to include all areas within a 7.5-minute walk (2,000 feet) of central intersection	<ul style="list-style-type: none"> <li>▪ Greenwood–Phinney Ridge</li> <li>▪ Upper Queen Anne</li> <li>▪ Admiral</li> <li>▪ Morgan Junction</li> </ul>	<ul style="list-style-type: none"> <li>▪ Greenwood–Phinney Ridge: 315 Acres, 30.7 Activity Units</li> <li>▪ Upper Queen Anne: 329 Acres, 17.8 Activity Units</li> <li>▪ Admiral: 288 acres, 23.9 Activity Units</li> <li>▪ Morgan Junction: 281 acres, 25.5 Activity Units</li> </ul>
Expand centers with <b>new light rail stations</b> to include all areas within a 10-minute walk (half-mile) of light rail station	<ul style="list-style-type: none"> <li>▪ Uptown</li> <li>▪ Graham Street (Othello)</li> <li>▪ West Seattle Junction at Avalon if station approved by ST board</li> </ul>	<ul style="list-style-type: none"> <li>▪ Uptown: 391 acres, 137.2 Activity Units</li> <li>▪ Graham Street (Othello): 584 acres, 30.6 Activity Units</li> <li>▪ West Seattle Junction at Avalon: 449 acres, 59.9 Activity Units</li> </ul>

Source: City of Seattle, 2023; BERK 2023.

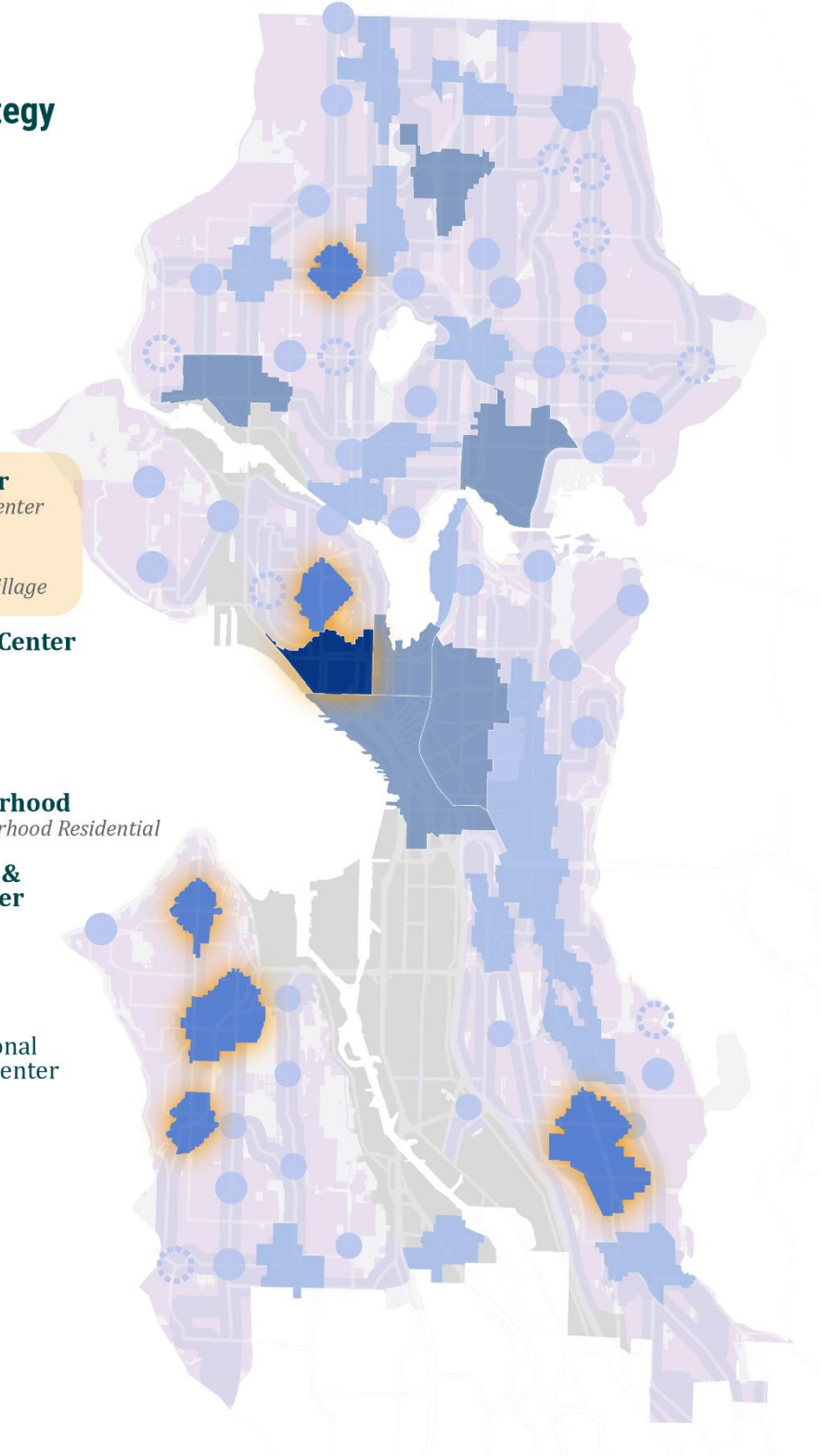
<sup>28</sup> See [Exhibit 2.1-1](#) in [Chapter 2](#) for a cross-walk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5. Alternative 1 No Action would retain the City’s Seattle 2035 urban village strategy and center/village designations—the existing urban centers and villages are categorized here according to the new place types proposed under Alternatives 2-5 for comparison purposes only. Ballard would remain a “Hub Urban Village” under Alternative 1, would be called an “Urban Center” under Alternatives 2-5, and would be redesignated as a Regional Center (as shown here) under Alternative 5.

Exhibit 3.7-12. Expanded Regional & Urban Centers—Alternative 5

### One Seattle Plan Draft Growth Strategy

#### Place types

-  **Regional Center**  
*previously Urban Center*
-  **Urban Center**  
*previously Urban Village*
-  **Neighborhood Center**  
*new place type*
-  **Corridors**  
*new place type*
-  **Urban Neighborhood**  
*previously Neighborhood Residential*
-  **Manufacturing & Industrial Center**
-  Potential additional  
Neighborhood Center



Source: City of Seattle, 2023.



The City may also seek countywide center designation for all urban villages under Alternative 5 to help facilitate infrastructure investments and be locations for facilitated environmental review. This includes responding to SB 5412 which allows for an infill exemption for housing and mixed-use development when considered in an EIS for a Comprehensive Plan. As part of this EIS process state agencies including WSDOT have been consulted and mitigation measures both current regulations and other proposed mitigation could apply to reduce impacts. See [Appendix C](#) for a list of codes providing mitigation for environmental impacts.

See also [Section 3.8 Population, Housing, & Employment](#) for a discussion of how Alternative impacts housing and affordability.

### **130<sup>th</sup>/145<sup>th</sup> Station Area**

The 130<sup>th</sup> and 145<sup>th</sup> Station Areas would have a high intensity of growth around the transit investment under Alternative 5 that would help fulfill the station area plan vision and strategies. A Planned Action Ordinance or other SEPA facilitation options could help advance the vision and implementation of strategies as development occurs.

## **3.7.3 Mitigation Measures**

### **Incorporated Plan Features**

The action alternatives propose a new growth strategy with the following goals:

- **Growth:** Accommodate new housing and jobs over the next 20 years and beyond
- **Housing:** Increase the supply, diversity, and affordability of housing to reduce upward pressure on prices and expand choices for diverse households
- **Equity:** Redress harms from neighborhood exclusion and housing discrimination, meet the housing needs of BIPOC households, and support wealth building opportunities
- **Displacement:** Prevent the displacement of existing residents due to direct impacts and market forces.
- **Complete, climate-friendly neighborhoods:** Create and support communities where more people can access transit, shops, and services by walking and biking.
- **Encourage a diverse mix of businesses and jobs** in neighborhoods across the city and help existing business remain in place.

The action alternatives also propose new housing and place types to help meet affordable housing needs and address racially disparate impacts in support of the City's response to HB1220 (see [Section 3.8 Population, Housing, & Employment](#)). The action alternatives promote housing types in other bills relevant to middle housing HB 1110 and accessory dwelling units in HB 1137.

A new Environment and Climate Element would meet requirements of HB 1181.

## Regulations & Commitments

As required by GMA, the City must submit proposed Comprehensive Plan amendments and updated regulations for review and comment by the State prior to final adoption.

## Other Potential Mitigation Measures

When a Preferred Alternative is developed, it should be evaluated for conformity to state and regional plans and policies. It may include reallocating growth assumptions in place types while being in the range of the studied alternatives (e.g. to meet Countywide Center or Regional Growth Center criteria).

### 3.7.4 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated with respect to plans and policies. Inconsistencies with new regional plans and state requirements and the regional growth strategy under the No Action Alternative would be avoided through amendments to the Comprehensive Plan proposed under the action alternatives.