

# EXHIBIT A



# SEATTLE CITY COUNCIL

**Determination of Non-significance (DNS)  
for 2018 Amendments to the Seattle Comprehensive Plan Related to  
Transportation Impact Fees and the Adoption of Existing Environmental  
Documents**

<b>Proposal</b>	Adoption of Transportation Impact Fee-related Amendments to the Seattle Comprehensive Plan, <i>Seattle 2035</i>
<b>Date of Issuance</b>	October 25, 2018
<b>Proponent / Lead Agency</b>	Seattle City Council
<b>SEPA Contact</b>	Ketil Freeman, AICP, (206) 684-8178, ketil.freeman@seattle.gov
<b>Location</b>	Non-project – Areas within the Seattle Corporate Limits

## **Proposal Description**

The 2018 amendments to *Seattle 2035* related to transportation impact fees are non-project in nature, primarily procedural, and will have citywide applicability. The proposed amendments would (1) amend the Capital Facilities and Transportation Elements of the Comprehensive Plan and related appendices to identify deficiencies in the transportation system associated with new development and (2) incorporate a list of transportation infrastructure projects that would add capacity to help remedy system deficiencies.

Projects included in the list would be eligible for future investments with revenue from a transportation impact fee program. The amendments to *Seattle 2035* are a necessary, but not sufficient, step to establish an impact fee program under RCW 82.02.050.

The proposed amendments and related documents are available at:

<http://www.seattle.gov/council/issues>

## **Threshold Determination**

The lead agency has determined that this proposal will **not** have probable, significant adverse impacts on the environment. An environmental impact statement (EIS) is not required by RCW 43.21C.030(2)(c). This finding is made pursuant to RCW 43.21C, SMC 25.05 and WAC 197-11 and based on the attached SEPA environmental checklist and review of existing environmental documents.

As disclosed and described more fully in the environmental checklist, the proposed amendments are of a non-project nature, primarily procedural, and have a citywide effect, rather than a site-specific effect. As such, the amendments would not affect the extent, intensity or rate of impacts to the built and natural environments.

The amendments would accomplish the procedural requirements of RCW 82.02.050(5)(a) for establishing a transportation impact fee program to help mitigate a portion of the impacts attributable to planned residential and employment growth. Projects listed in the Comprehensive Plan would guide investment decisions by the City for mitigation payments made pursuant to a transportation impact fee program. Projects included in the list are drawn from capacity-improvement projects that are partially funded by the Move Seattle levy, projects identified in adopted modal plans, and Move Seattle vision projects identified through the Move Seattle levy planning process. The amendments would not in themselves create a transportation impact fee program. For future development of an impact fee program and a fee schedule, estimates for growth in trips on the transportation network would be based on growth estimates for *Seattle 2035*.

### **Documents Adopted**

The following additional documents support environmental review and provide necessary SEPA disclosures and are hereby adopted for the purposes of this threshold determination of non-significance. The information in these documents is reasonably sufficient to evaluate whether the proposal will have probable, significant adverse impacts.

- City of Seattle Department of Construction and Inspections, [Final Environmental Impact Statement for the Seattle Comprehensive Plan Update](#), May 2016.
- City of Seattle Department of Construction and Inspections, [Draft Environmental Impact Statement for the Seattle Comprehensive Plan Update](#), May 2015.
- Seattle Department of Transportation, [Seattle Transit Master Plan, Determination of Non-significance](#), February 2012.
- Seattle Department of Transportation, [Seattle Bicycle Master Plan, Determination of Non-significance](#), December 2013.
- Seattle Department of Transportation, [Seattle Freight Master Plan, Determination of Non-significance](#), February 2016.
- Seattle Department of Transportation, [Seattle Pedestrian Master Plan, Determination of Non-significance](#), January 2017.

### **Description of Adopted Documents**

The [Draft Environmental Impact Statement for the Seattle Comprehensive Plan Update](#) analyzes the full range of impacts associated with four alternatives, including a no action alternative, for allocating 70,000 new housing units and 115,000 new jobs across the city by 2035. The Draft EIS, which is incorporated by reference in the Final EIS, identifies implementation of a transportation impact fee program as a potential mitigation measure.

The DNSs for the modal plans identify actions, strategies, and projects the City can take to improve the capacity, speed, reliability, and safety of the transit, bicycle, pedestrian, and freight transportation networks. The Final EIS for the Comprehensive Plan update also identifies implementation of the modal plans as a potential mitigation measure.

**Comments**

Comments regarding this DNS or potential environmental impacts may be submitted through November 8, 2018. Comments may be sent to:

**Seattle City Council Central Staff**  
**Attn: Ketil Freeman**  
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**(206) 684-8178**  
[ketil.freeman@seattle.gov](mailto:ketil.freeman@seattle.gov)

**Responsible Official**

Signature: _____ On File _____	October 25, 2018
<b>Ketil Freeman, AICP</b>	<b>Date</b>

