BEFORE THE HEARING EXAMINER
CITY OF SEATTLE

In the Matter of the Appeals of: **SEATTLE FOR GROWTH AND SEATTLE MOBILITY COALITION,** Appellants. From a Determination of Non-Significance issued by the Seattle City Council.	Hearing Examiner File: **W-18-012 & W-18-013** DECLARATION OF KETIL FREEMAN IN SUPPORT OF CITY'S MOTION TO DISMISS

I, Ketil Freeman, declare under penalty of perjury under the laws of the State of Washington:

1. I make this declaration based on my personal knowledge. I am over eighteen years of age and am otherwise competent to testify to the following matters.

2. I work as a Council Central Staffer for the Respondent City of Seattle Legislative Branch (City).

3. Attached as ***Exhibit A*** to this declaration in support of the City's Motion to Dismiss is a true and correct copy of the City's non-project proposal to amend the City's Comprehensive Plan (hereafter the Legislation).

4. The Legislation, if adopted, would add a new policy and amend an existing policy in the Transportation Element of the Comprehensive Plan and related appendix

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that establishes a methodology for creating a transportation impact fee program consistent with RCW 82.02.050-090 (see in particular Attachment 1: Amendments to the Transportation Element and Attachment 2: Amendments to the Transportation Appendix).

5. The Legislation, if adopted, would also incorporate a list of transportation infrastructure projects and a corresponding map of the location of these projects that would be eligible to receive transportation impact fee funds. (see in particular Attachment 2: Amendments to the Transportation Appendix).

6. As part of the City's environmental review of the Legislation, the City reviewed the proposed Legislation and the environmental checklist prepared for the Legislation and determined that the checklist contained sufficient information to make the threshold determination. Attached as ***Exhibit B*** to this declaration in support of the City's Motion to Dismiss (hereafter, this Declaration) is a true and correct copy of the environmental checklist.

7. The City issued the Determination of Non-Significance (DNS) on October 25, 2018. Attached as ***Exhibit C*** to this Declaration is a true and correct copy of the City's DNS for the proposed Legislation.

8. The DNS stated "The [Legislation] would accomplish the procedural requirements of RCW 82.02.050(5)(a) for establishing a transportation impact fee program.... The amendments would not in themselves create a transportation impact fee program."

9. The proposed amendments to the Comprehensive Plan (Comp. Plan) would not, in and of itself, create a Transportation Impact Fee Program (TIF Program) but, if

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adopted by the City Council, would be the first step toward authorizing the program by determining the methodology used to evaluate impacts on the transportation system and to identify a list of transportation system improvement projects that would be eligible to receive TIF Program funds in the future when a TIF Program is created.

10. In particular, if the Comprehensive Plan amendments are adopted then the next step in creating a TIF Program would be for development and consideration of Legislation that addresses the parameters of such a program, including applicability of the program, the cost of the fees and management of the program consistent with RCW 82.02.050-.110.

DATED this 14th day of January 2019.

Ketil Freeman

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EXHIBIT A

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

..title
AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes related to a transportation impact fee program proposed as part of the 2017-2018 Comprehensive Plan annual amendment process.

..body
WHEREAS, the City of Seattle adopted a Comprehensive Plan through Ordinance 117221 in 1994 and most recently amended the Comprehensive Plan in 2017; and

WHEREAS, the Growth Management Act authorizes annual amendments to the City's Comprehensive Plan; and

WHEREAS, the adopted procedures in Resolution 31807 provide the process for interested citizens and Councilmembers to propose annual amendments for consideration by the City Council; and

WHEREAS, the Council proposed consideration of Comprehensive Plan amendments related to impact fees, including transportation impact fees, during the 2017-2018 annual amendment process; and

WHEREAS, the Council's Planning, Land Use and Zoning Committee held a public hearing on July 24, 2017, to take public testimony on the amendments proposed for consideration; and

WHEREAS, on August 7, 2017 the City Council considered proposed Comprehensive Plan amendments and adopted Resolution 31762 directing that City staff further review and analyze amendments necessary to implement an impact fee program; and

WHEREAS, impact-fee related amendments have been developed and analyzed by the Council Central Staff and considered by the Council; and

WHEREAS, the City has provided for public participation in the development and review of these proposed amendments and other changes to comply with the Growth Management Act, including requirements for early and continuous public participation in the development and amendment of the City's Comprehensive Plan; and

WHEREAS, the Council has considered public testimony made at the public hearing(s), and other pertinent material regarding proposed transportation impact fee-related amendments; and

WHEREAS, the Council finds that the transportation impact fee-related amendments to the Comprehensive Plan are consistent with the Growth Management Act, and will protect and promote the health, safety, and welfare of the general public; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Comprehensive Plan, last amended by Ordinance 125428, is amended as follows:

A. Amendments to the Transportation Element, as shown in Attachment 1 to this ordinance; and

B. Amendments to the Transportation Appendix, as shown in Attachment 3 to this ordinance.

Section 2. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2018, and signed by me in open session in authentication of its passage this _____ day of _____, 2018.

_____

President _____ of the City Council

Approved by me this _____ day of _____, 2018.

_____

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2018.

_____

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:
Attachment 1 – Amendments to the Transportation Element
Attachment 2 – Amendments to the Transportation Appendix

ATTACHMENT 1:

Amendments to the Transportation Element

***

Measuring Level of Service

Discussion

To accommodate the growth anticipated in this Plan and the increased demands on the transportation system that come with that growth, the Plan emphasizes strategies to increase travel options. Those travel options are particularly important for connecting urban centers and urban villages during the most congested times of day. Strategies for increasing travel options include concentrating development in urban villages well served by transit, completing the City's modal plan networks, and reducing drive-alone vehicle use during the most congested times of day. As discussed earlier in this Transportation element, using the current street right-of-way as effectively as possible means encouraging forms of travel other than driving alone.

In order to help advance this Plan's vision, the City will measure the level of service (LOS) on its transportation facilities based on the share of all trips that are made by people driving alone. That measure focuses on travel that is occurring via the least space-efficient mode. By shifting travel from drive-alone trips to more efficient modes, Seattle will allow more people and goods to travel in the same amount of right-of-way. Because buses are the primary form of transit ridership in the city and buses operate on the arterial system, the percentage of trips made that are not drive-alone also helps measure how well transit can move around the city. For the purposes of establishing a transportation impact fee program, the City will identify the demands placed on the system by new development by establishing the future cost per person trip of capacity-related improvements to the transportation system relative to the value of the existing system. This existing-system-value methodology complements the level of service by focusing on person trips, regardless of mode. A more detailed description of the City's transportation LOS system and existing-system-value methodology can be found in the Transportation Appendix.

GOAL

TG 9 Use LOS standards as a gauge to assess the performance of the transportation system.

TG 10 Base transportation impact fees on the difference between the value of the existing transportation system and the cost of identified capacity-related improvements needed to address the impacts of growth.

***

Funding

***

POLICIES

T 10.1 Maintain and increase dedicated local transportation funding by renewing or replacing the transportation levy and by maintaining or replacing the existing commercial parking tax and Seattle Transportation Benefit District.

T 10.2 Work with regional and state partners to encourage a shift to more reliance on user- based taxes and fees, and on revenues related to impacts on the transportation system and the environment.

T 10.3 Leverage local funding resources by securing grants from regional, state, and federal sources, and through contributions from those who benefit from improvements.

T 10.4 Partner with other City departments, as well as regional transportation and public works agencies, to coordinate investments, maximize project integration, reduce improvement costs, and limit construction impacts on neighborhoods.

T 10.5 Make strategic investment decisions consistent with City plans and policies.

T 10.6 Prioritize investment by considering life-cycle costs, safety, environmental benefits, reduction of greenhouse gas emissions, and public health benefits. Race and social equity should be a key factor in selecting transportation investments.

T 10.7 ((Consider)) ((~~u~~))Use ((~~of~~)) transportation-impact fees to help fund transportation system improvements needed to serve growth.

T 10.8 Prepare a six-year Capital Improvement Program (CIP) with projects and

programs that are fully or partially funded.

T 10.9 Develop prioritized lists of projects, consistent with City policies, and actively pursue funds to implement those projects.

T 10.10 Identify and evaluate possible additional funding resources and/or alternative land use and transportation scenarios if the level of transportation funding anticipated in the six-year financial analysis (shown in Transportation Figures 9 and 10) falls short of the estimated amount.

T 10.11 Explore innovative means of reducing maintenance costs such as converting right-of-way into other uses when appropriate.

***

ATTACHMENT 2:

Amendments to the Transportation Appendix

***

Transportation Impact Fees

A transportation impact fee program partially addresses service needs by helping to fund capacity improvements to existing facilities and new capital projects. The program identifies projects needed to address demands on the transportation network associated with growth and new development. In determining existing deficiencies the City utilizes a methodology based on a quantification of the value of the existing transportation system.

Existing System Value Methodology

The existing system value methodology establishes a maximum allowable impact fee rate. This is a method of determining existing deficiencies which establishes that the City cannot charge an impact fee rate that exceeds the value of the system that exists today.

First, the existing value of the transportation system is calculated using both the value of existing infrastructure and land in the right-of-way. This value is then divided by the number of current PM peak hour person trips to establish a current value per person trip. An impact fee rate cannot exceed this value.

Next, the total cost of impact-fee eligible capacity improvements are calculated based on a list of projects required to serve new development. That total amount is then divided by the number of new person trips forecast over a twelve year period, the timeframe for improvements listed in the impact fee program, to establish the cost per person trip of needed capacity improvements. Impact fee rates by land use are calculated based on that cost.

Facility Improvements to Serve New Development

The City has identified multiple projects serving all modes that are needed to address demands on the transportation network. The projects are drawn from multiple sources including the City's modal plans and are intended collectively to improve the performance and efficiency of the transportation network. Projects are listed in Transportation Appendix A-18 and most project locations are shown on Transportation Appendix A-19. Projects included in the list are eligible for expenditures using revenue from the transportation impact fee program.

Transportation Appendix Figure A-18

Impact Fee Eligible Projects

Project
1. Northgate-Ballard-Downtown Transit Improvements
2. Delridge Complete Street
3. Madison Street Bus Rapid Transit
4. Market / 45th Transit Improvement Project
5. Rainier / Jackson Complete Street
6. Roosevelt to Downtown Complete Street
7. Graham Street Station
8. Accessible Mt Baker
9. E Marginal Way Heavy Haul Network Improvements
10. Bike Master Plan Implementation
11. Pedestrian Master Plan Implementation
12. Freight Master Plan Implementation
13. Greenwood Phinney, 67th to Fremont Complete Street
14. Pike/Pine Complete Street
15. Yesler/Jefferson Complete Streets
16. 1st/1st Av S Corridor
17. 23rd Av - Phase 4
18. Aurora Avenue Complete Street
19. Beacon/12th/Broadway Complete Streets
20. Fauntleroy Way/California Transit Corridor
21. Lake City Way Complete Street

Transportation Appendix Figure A-19

Impact Fee Eligible Project Map

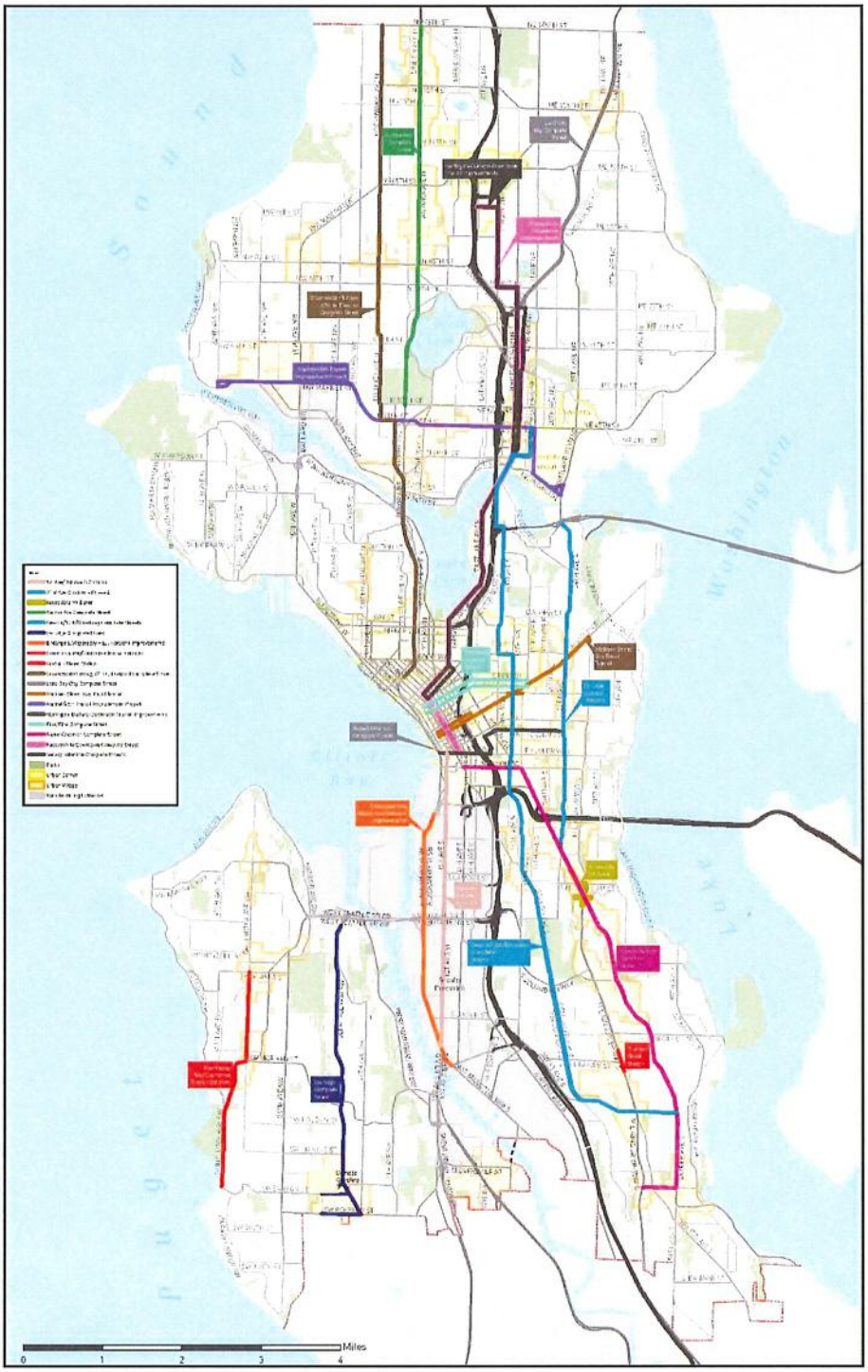

EXHIBIT B

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

Proposal	Adoption of Transportation Impact Fee-related Amendments to the Seattle Comprehensive Plan, ***Seattle 2035***
Date of Issuance	October 25, 2018
Proponent / Lead Agency	Seattle City Council
SEPA Contact	Ketil Freeman, AICP, (206) 684-8178, ketil.freeman@seattle.gov
Location	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
P.O Box 34025
Seattle, WA 98124-4025
(206) 684-8178
ketil.freeman@seattle.gov

Responsible Official

Signature: On File	October 25, 2018
Ketil Freeman, AICP	**Date**

EXHIBIT C

SEPA Environmental Checklist

A. Background

1. Name of proposed project, if applicable:

   2018 Transportation Impact Fee-related Amendments to the Seattle Comprehensive Plan, *Seattle 2035*.

2. Name of applicant:

   City of Seattle Legislative Department

3. Address and phone number of applicant and contact person:

   Seattle City Council Central Staff
   Attn: Ketil Freeman, AICP
   P.O Box 34025
   Seattle, WA 98124-4025
   (206) 684-8178
   ketil.freeman@seattle.gov

4. Date checklist prepared:

   October 21, 2018

5. Agency requesting checklist:

   City of Seattle

6. Proposed timing or schedule (including phasing, if applicable):

   Amendments to the Comprehensive Plan for 2018 are scheduled to be adopted by the City Council on December 17, 2018.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   The proposed amendments provide the procedural basis for establishing a transportation impact fee program. The amendments are a necessary, but not sufficient, step to establish such a program under RCW 82.02.050. For a

program to be fully established, the City must take future action to amend the municipal code to establish substantive and procedural standards for a program, including fees charged by land use. For future development of a fee schedule, estimates for growth in trips on the transportation network would be based on growth estimates for *Seattle 2035*.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

A transportation impact fee program would include a project list informed by adopted modal plans and the growth strategy in the Comprehensive Plan. Those policy documents are informed by environmental review specific to each, including:

- 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.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None are pending.

10. List any government approvals or permits that will be needed for your proposal, if known.

None are needed. However, the City will need to adopt a fee schedule and regulatory program through separate legislation. That could occur in the first quarter of 2019.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those

answers on this page. (Lead agencies may modify this form to include additional specific information on project 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

A preliminary project list with project descriptions is attached (Attachment A) and a map showing the location of some, but not all, of the projects on the list is also attached (Attachment B).

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

This is a non-project action. The proposal would inform future implementation of an impact fee program. The locations of major projects, which could be partially funded by an impact fee program, are shown in Attachment B.

B. Environmental Elements

****THIS IS A NON-PROJECT PROPOSAL WITH NO PARTICULAR DEVELOPMENT SITE. THIS SECTION IS LEFT BLANK PURSUANT TO WAC 197-11-315(1)(e). POTENTIAL IMPACTS ARE DISCUSSED AND DISCLOSED IN SECTION D.**

1. Earth

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)?

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat,
muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so,
describe.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so,
generally describe.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including
year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described
waters? If yes, please describe and attach available plans.

3) Estimate the amount of fill and dredge material that would be placed in or removed
from surface water or wetlands and indicate the area of the site that would be affected.
Indicate the source of fill material.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

6) Does the proposal involve any discharges of waste materials to surface waters? If so,
describe the type of waste and anticipated volume of discharge.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate

quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

2) Describe waste material that will be discharged into the ground from septic tanks or
other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the
number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

2) Could waste materials enter ground or surface waters? If so, generally describe.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

4. Plants

a. Check the types of vegetation found on the site:

____deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
____shrubs
____grass
____pasture

____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

c. List threatened and endangered species known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance
vegetation on the site, if any:

e. List all noxious weeds and invasive species known to be on or near the site.

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

c. Is the site part of a migration route? If so, explain.

d. Proposed measures to preserve or enhance wildlife, if any:

e. List any invasive animal species known to be on or near the site.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet
the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

c. What kinds of energy conservation features are included in the plans of this proposal?
List other proposed measures to reduce or control energy impacts, if any:

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk
of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal?
If so, describe.

1) Describe any known or possible contamination at the site from present or past uses.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

4) Describe special emergency services that might be required.

5) Proposed measures to reduce or control environmental health hazards, if any:

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

3) Proposed measures to reduce or control noise impacts, if any:

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

c. Describe any structures on the site.

d. Will any structures be demolished? If so, what?

e. What is the current zoning classification of the site?

f. What is the current comprehensive plan designation of the site?

g. If applicable, what is the current shoreline master program designation of the site?

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

i. Approximately how many people would reside or work in the completed project?

j. Approximately how many people would the completed project displace?

k. Proposed measures to avoid or reduce displacement impacts, if any:

L. Proposed measures to ensure the proposal is compatible with existing and projected land
uses and plans, if any:

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, mid-
dle, or low-income housing.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

c. Proposed measures to reduce or control housing impacts, if any:

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

b. What views in the immediate vicinity would be altered or obstructed?

c. Proposed measures to reduce or control aesthetic impacts, if any:

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

b. Could light or glare from the finished project be a safety hazard or interfere with views?

c. What existing off-site sources of light or glare may affect your proposal?

d. Proposed measures to reduce or control light and glare impacts, if any:

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

b. Would the proposed project displace any existing recreational uses? If so, describe.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

h. Proposed measures to reduce or control transportation impacts, if any:

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

b. Proposed measures to reduce or control direct impacts on public services, if any.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee LISH WHITSON

Position and Agency/Organization LEGISLATIVE ANALYST, SEATTLE CITY COUNCIL CENTRAL STAFF

Date Submitted: OCTOBER 24, 2018

D. Supplemental sheet for nonproject actions

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to implement a program, in and of itself, it makes no incremental change to production, release or discharge of any pollutants.

   If an impact fee program is implemented, program fees would be based on trip estimates derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-period ending in 2035. A transportation impact fee program is identified as potential impact mitigation measure in the EIS for the 2016 update.

   Implementation of such a program could improve, or reduce the rate of decline, of the speed, efficiency and reliability of the transportation network for all modes resulting in reduced discharges of pollutants to water or air from idling vehicles and reduced noise.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to

implement a program, in and of itself, it has no effect on plants, animals, fish, or marine life.

If an impact fee program is implemented, program fees would be based on trip estimate derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-period ending in 2035. A transportation impact fee program is identified as potential impact mitigation measure in the EIS for the 2016 update.

If a program is implemented, impact fee-eligible projects would be located primarily in existing rights-of-way. Consequently, implementation of such a program would have only marginal impacts on currently undisturbed habitat for plants, animals, fish, or marine life. Any construction-related impacts associated with potential future development of identified projects would be mitigated by existing environmental protection regulations and, for those projects that are not categorically exempt from SEPA, additional environmental review.

3. How would the proposal be likely to deplete energy or natural resources?

   This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to implement a program, in and of itself, it makes no incremental change to use of energy and natural resources.

   If an impact fee program is implemented, program fees would be based on trip estimate derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-period ending in 2035. A transportation impact fee program is identified as potential impact mitigation measure in the EIS for the 2016 update.

   If a program is implemented, it could reduce the depletion of energy and natural resources by improving the efficiency of the transportation network for all modes.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

See response to D.2. Future implementation, should it occur, would facilitate improvements to transportation facilities in existing rights-of-way.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

   This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to implement a program, in and of itself, it makes no changes to land and shoreline use.

   If an impact fee program is implemented, program fees would be based on trip estimate derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-period ending in 2035. A transportation impact fee program is identified as potential impact mitigation measure in the EIS for the 2016 update.

   Future implementation of the proposal would involve no changes to regulations governing the location of existing and planned land uses. Additionally, projects included the list are informed by the Comprehensive Plan and transportation modal plans that implement, among other things, Seattle's growth strategy.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

   This non-project proposal would accomplish procedural steps necessary to implement a transportation impact fee program. Future actions by the City are required for full implementation. Because the current action is not sufficient to implement a program, in and of itself, it would not increase demands on transportation, public services, and utilities.

   If an impact fee program is implemented, program fees would be based on trip estimate derived from the 2016 update to the Comprehensive Plan, *Seattle 2035*, which allocated employment and residential growth estimates for a 20-period ending in 2035. A transportation impact fee program is identified as potential impact mitigation measure in the EIS for the 2016 update.

Future implementation of the proposal would mitigate demands on transportation infrastructure by adding and making improvements that benefit all modes of travel. The proposal would not, in and of itself, increase demands on public services or utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

   The proposal is a necessary, but not sufficient, step to implementing a transportation impact fee program authorized by RCW 82.02.050. There are no known conflicts between this proposal and local, state or federal laws or requirements for the protection of the environment.

Attachment A

Project	Description
Current CIP Projects	
Northgate-Ballard-Downtown Transit Improvements	This project will design and construct transit speed and reliability improvements and upgraded bus stop passenger facilities. Improvements to the route, which connects Downtown, South Lake Union, Fremont, Ballard, and Northgate, will support conversion to RapidRide service by partner agency King County Metro.
Delridge Complete Street	This project improves traffic operation for all modes. The project will add transit lanes and improve transit speed and reliability. It includes protected bike lanes, sidewalk improvements, and amenities for walkers and transit riders along the corridor. It will streamline traffic operations and improve multimodal connections between transit, freight, pedestrians, and general-purpose vehicles.
Madison Street Bus Rapid Transit	This project will include concept design and environmental review of multimodal improvements in the Madison corridor between Alaskan Way and Martin Luther King Jr. Way, connecting the Central Area with the First Hill, Downtown, and Waterfront neighborhoods.
Market / 45th Transit Improvement Project	This project enhances transit speed and reliability on one of the city's primary east-west corridors and most chronically congested routes. The project adds intelligent transportation systems such as transit signal priority to improve bus travel times. It installs upgrades to transit stops and offers other rider amenities and enhances connections to northwest Seattle as well as the Ballard-Interbay Manufacturing Industrial Center.
Rainier / Jackson Complete Street	This project enhances transit speed and reliability. The project will upgrade bus stops and add transit signal priority at intersections and improve facilities for people who walk along the corridor.
Roosevelt to Downtown Complete Street	This project will develop and implement a range of transit and street improvements in the Eastlake Avenue corridor connecting the University District, Eastlake and South Lake Union neighborhoods between Downtown and the Roosevelt Link LRT station area. This project will identify, prioritize, design and construct the highest priority "speed and reliability" improvements to existing bus service without excluding the potential for longer-term implementation of High Capacity Transit options. The project will also consider an improved ROW profile to best accommodate the corridor's multimodal demands, along with the recommendations reflected in each of the City's adopted modal transportation plans and the respective neighborhood plans.
Graham Street Station	This project funds part of the City's portion of an infill light rail station on the Sound Transit Central Link line within the Martin Luther King Jr. Way South at South Graham Street rights-of-way, between the existing Columbia City and Othello Stations. The station would be in the northern portion of the MLK at Holly St Residential Urban Village.
Accessible Mt Baker	This project will implement pedestrian and bicycle capacity improvements identified in the Accessible Mt. Baker plan.
E Marginal Way Heavy Haul Network Improvements	This project supports freight mobility by funding roadway improvements on the Heavy Haul Network (Ordinance 124890) to meet the needs of freight transported on our streets between Port facilities, rail yards, and industrial businesses.
Modal Plan Implementation	
Bike Master Plan Implementation	This ongoing program implements the Seattle Bicycle Master Plan. Typical improvements may include installing bike lanes and sharrows, bicycle route signing, completing key links in the urban trails network,

Project	Description
	adding bicycle/pedestrian signals to complete the network, and reconstructing key sections of the trails within existing rights-of-way and converted rail corridors. This program includes funding for street improvement and trail construction and is consistent with the focus in the City's Transportation Strategic Plan (TSP) on encouraging walking and biking.
Pedestrian Master Plan Implementation	This ongoing program implements the Pedestrian Master Plan. Typical improvements may include the installation of new marked crosswalks, sidewalks, curb bulbs, pedestrian signals, curb ramps, and pedestrian lighting. The goals of the program are to make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments.
Freight Master Plan Implementation	This ongoing program includes small scale mobility improvements to the City's street system to improve connections between Port facilities, railroad intermodal yards, industrial businesses, the regional highway system, and the first and last miles in the supply chain. Project types include turning radius adjustments, channelization changes, left-turn improvements, and signage to direct freight to destinations and alert drivers to steep grades or sharp turns.
Move Seattle Vision Projects	
Greenwood Phinney, 67th to Fremont Complete Street	This project expands on a transit-oriented corridor to improve safety and traffic operations for all modes by upgrading existing sidewalks and adding new sidewalks to fill numerous gaps in pedestrian connectivity; improving transit speed and reliability through signal coordination and active traffic management; and building transit station upgrades, bus bulbs, and rider/pedestrian amenities.
Pike/Pine Complete Street	This project continues the "Pike/Pine Renaissance," a rebirth of one of the city's primary historic and cultural centers by adding protected bike lanes, transit amenities, and improvements to the pedestrian realm; improving transit speed and reliability and increasing efficiency for all modes; and providing access to the Westlake Transit Hub, Third Ave Transit Mall, and First Hill Streetcar.
Yesler/Jefferson Complete Streets	This project will complete the trolley (bus) system along a key transit corridor and reroute several high-ridership routes to improve traffic efficiency. This project also improves stops and stations and operational improvements for buses and incorporates protected bike lanes.
1st/1st Av S Corridor	This project improves operating efficiency and safety for all modes by adding extensive intelligent transportation systems including traffic cameras, vehicle detection, and traffic responsive signals; improving freight flow on a key Port of Seattle and Duwamish industrial district route; and upgrading existing sidewalks and adding pedestrian crossings.
23rd Av - Phase 4	This project extends improvements within Phases 1-3, the Phase 4 project reconstructs 23rd Ave to a consistent 3-lane cross-section throughout the corridor. This includes redesigned intersections and allows for wider cross-sections at areas with unique traffic demands and promotes safe and efficient operations for all modes, emphasizing safe traffic interactions for people who bike and walk.
Aurora Avenue Complete Street	This project redesigns a major transit and freight arterial with a strong focus on safety, access, and transit operations. The project supports development of Rapid Ride Line E, streamlines traffic operations and

Project	Description
	promotes safe interactions for all modes, ensures reliable business access and loading, and adds sidewalks and shorter pedestrian crossings.
Beacon/12th/Broadway Complete Streets	This project updates obsolete infrastructure and roadway designs to provide smooth and integrated traffic flow for all modes. This includes capacity upgrades, bicycle facilities and sidewalk improvements, and improvements to transit services with features like queue jump or transit-only lanes, bus bulbs, and rider amenities.
Fauntleroy Way/California Transit Corridor	This project enhances transit services and rider amenities along one of West Seattle's primary transit corridors. The project adds real-time arrival information at all bus stops and transit centers, links discontinuous bus-only lanes along the corridor to complete the transit-priority system, and installs a full transit station on Fauntleroy near the West Seattle Bridge.
Lake City Way Complete Street	This project reinvents an obsolete street design to enhance transit efficiency, non-motorized access, and safety for all modes. The project installs traffic-adaptive signalization and transit signal priority to improve traffic flow, adds sidewalks and bus stops for transit users and people who walk along the corridor, and redesigns intersections, driveways, and pedestrian crossings to maximize safety for vulnerable users.

Attachment B