CHAPTER ONE
SUMMARY

INTRODUCTION

The Livable South Downtown planning effort is a multi-year planning process conducted by the Seattle Department of Planning and Development. The project will result in land use recommendations for City Council consideration in 2008. South Downtown planning involves assessment of growth possibilities, review of community objectives, and analysis of potential updates to land use and zoning regulations that will support a desirable future for South Downtown.

The Draft Environmental Impact Statement (DEIS) was prepared to describe the environmental effects of possible land use actions in South Downtown as required by the State Environmental Policy Act (SEPA). The DEIS provides a comprehensive analysis of the implications of possible zoning choices. It also provides information to the public and to decision-makers, and ensures that environmental considerations are incorporated into planning.

Chapter 1 summarizes four possible land use scenarios or "alternatives" that are fully described in Chapter 2. Chapter 1 also features a table that compares the alternatives' impacts (Table 1-1). These impacts are analyzed in detail throughout Chapter 3. Several technical reports that support the impact analysis are contained in the Appendices to the EIS, bound in a separate volume.

The Livable South Downtown planning project acknowledges the visions expressed in the neighborhood plans, including Pioneer Square, Chinatown/International District (I.D.), and the Greater Duwamish Manufacturing and Industrial Center Plan. South Downtown planning pursues the next steps to implement land use-related aspects of these plans, and analyzes whether existing conditions warrant a change of direction in order to encourage desirable patterns of growth.

EIS ALTERNATIVES AND GROWTH SCENARIOS

The DEIS compares and contrasts four alternative zoning scenarios for the South Downtown study area (see Figure 1-1). Three of the alternatives (1, 2, and 3) suggest varied sets of rezones for sub-areas throughout South Downtown. Alternative 4 analyzes future growth within the framework of existing zoning.

- Alternative 1 proposes a greater degree of change to zoning in the western portion of the study area
- Alternative 2 suggests greater change in the central and eastern portions of the study area
- Alternative 3 proposes a set of rezones that is distributed evenly across the study area
- Alternative 4, the "No Action" Alternative, addresses future conditions within existing zoning.

The EIS impact analysis is facilitated by projecting patterns of growth that are likely to occur by the year 2030 under each of the alternative zoning scenarios. The hypothetical distribution of development identifies future buildings that would be possible under each alternative's zoning pattern. The amount of assumed growth aligns with growth projections of the Puget Sound Regional Council (PSRC) for 2030, as well as the City's projections of future growth. The Population and Employment section of Chapter 3 provides further discussion on this topic.

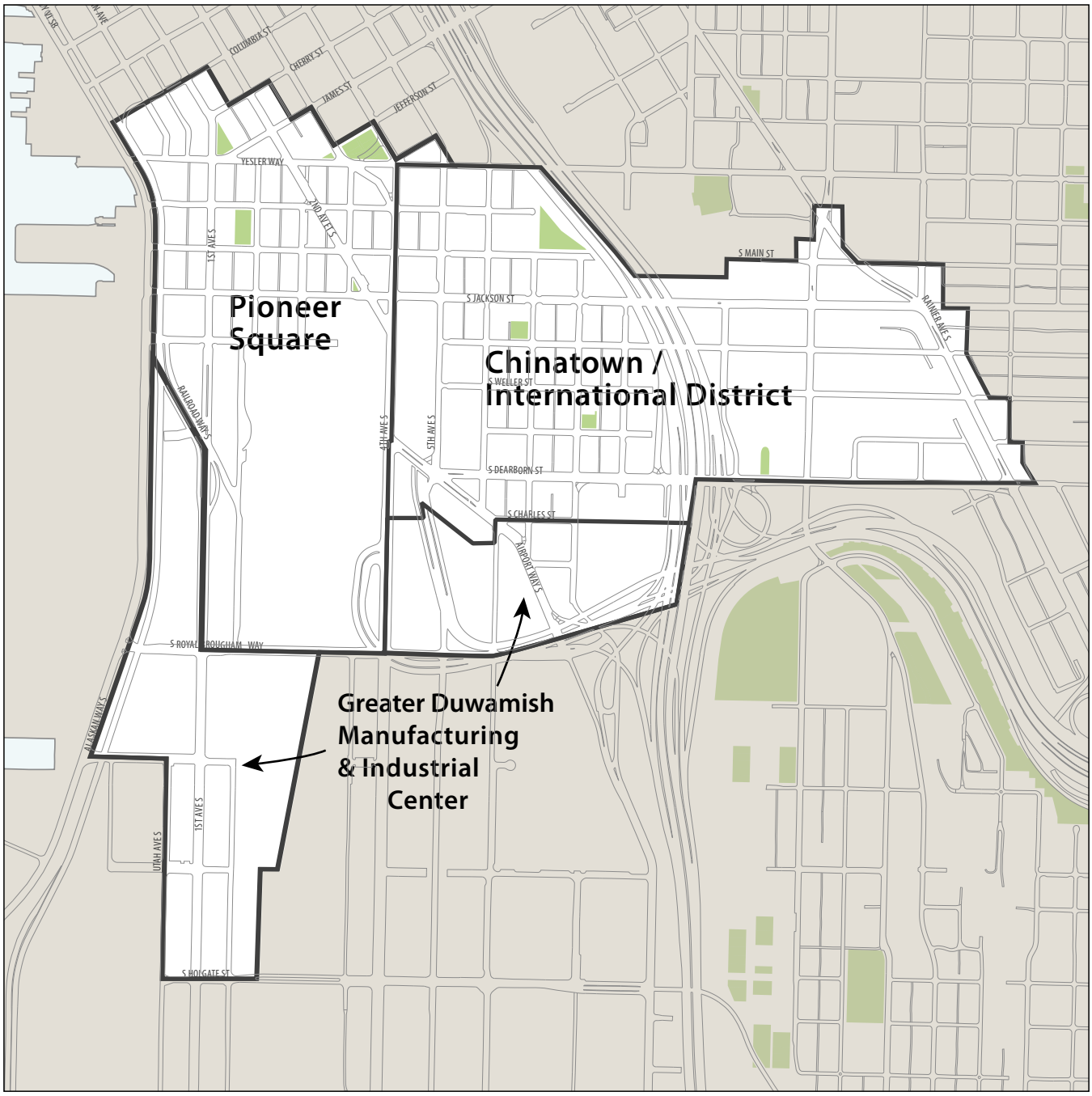

Figure 1-1

Livable South Downtown

Study Area

TOPICS ADDRESSED IN THE IMPACT ANALYSIS

This DEIS examines how the zoning alternatives and possible future development would affect various elements of the natural and built environment, with an emphasis on identifying potential significant adverse impacts. These are evaluated within the City's framework of policies that relate to the SEPA requirements for environmental review. An EIS scoping process that occurred during mid-2006 contributed to the selection of environmental elements to study.

Environmental elements studied within the South Downtown EIS can be grouped into three broad categories:

Neighborhood Character and Functions

The EIS discusses impacts relating to neighborhoods' economic functioning, availability of affordable housing resources, preservation of historic and cultural resources, and compatibility of future new construction within existing land use patterns and neighborhood settings.

Public Services, Utilities, Transportation Systems

The EIS discusses impacts on the functioning of systems that serve the city. These include transportation, parking, water, sewer and energy systems. They also include the provision of public services such as police and fire protection, parks and other recreational amenities.

Relationship to Natural Environment

The EIS discusses impacts relating to noisy conditions and hazardous or polluting substances that are present and may have a bearing on future development. It also discusses impacts relating to the area's susceptibility to damage from earthquakes.

MAJOR CONCLUSIONS

The major impact conclusions reached in this DEIS suggest that rezone choices across the study area should be carefully made. Zoning will significantly influence how new development fits in with the historic neighborhoods, including the size and shape of buildings in the larger properties at these neighborhoods' periphery. Decision-makers should also consider how zoning choices may affect the existing business communities and affordable housing resources currently in these neighborhoods. Chapter 3 and the Appendices of this DEIS provide more details on the impact analyses, and describe several mitigation strategies that would be able to effectively address identified impacts.

Height, Bulk, Scale, Historic Preservation and Compatibility Impacts

The DEIS zoning alternatives describe a range of possible zoning actions in South Downtown. For most zone choices, the potentially undesirable impacts that might occur from additional building height and bulk are avoided through carefully selecting the zones applicable to geographic areas, as well as design controls, or other mitigating factors. For this reason, most zone scenarios would likely result in future development that is compatible with the scale of the surrounding environment. For example, zoning alternatives in Pioneer Square and Chinatown/I.D. protect historic resources and maintain compatible bulk and scale by limiting higher heights to non-historic properties, and by allowing the greatest density only outside historic core areas and only through development standards that control the shape of future buildings. A further safeguard would be provided through design review and historic district special review processes, of which one would be required for most new development proposals.

However, the analysis also concludes that significant adverse impacts related to height, bulk and scale could possibly occur in some locations under a number of the alternatives. These include the zoning scenarios with the greatest levels of change in height and density that would affect the largest development sites: the "WOSCA" property (west side of 1st Avenue S.), the north half of Qwest Field's north parking lot, the "over-tracks" property near King Street Station, and the "Frye properties" in the south-of-Dearborn vicinity. Due to the size of these properties, the amount of increase in their development potential, and their geographic locations, significant impacts could occur under certain zoning alternatives in these areas, depending upon how well height and bulk controls influence building shape and architectural design. Similar findings are also made for certain zoning options located in close proximity to certain historic core locations, including at the Chinatown core near 6th Avenue S./S. King Street, and along the west side of 4th Avenue S. between S. Jackson Street and S. Washington Street. This finding of significant adverse impacts does not rule out these zoning options. Rather, it means that height and bulk controls should be tailored in sufficient detail to mitigate impacts if those height and density limits are recommended for adoption.

The DEIS also addresses compatibility of adjacent uses by identifying locations near highways, railroads and port facilities that are subject to elevated noise levels and possible adverse light/glare conditions. This could discourage the presence of residential uses unless they are carefully located and built to mitigate the adverse exposure of residents to such impacts.

Housing Impacts

The DEIS zoning alternatives avoid direct impacts on many but not all of the affordable housing resources in the Chinatown/I.D. and Pioneer Square neighborhoods. The identified potentially adverse housing impacts relate to:

- additional demand for affordable housing generated by additional future employment in South Downtown (up to approximately 2,400 dwelling units); and
- the possible impacts of rezones that would directly affect properties with affordable housing resources (approximately 550 dwelling units in Japantown and Chinatown) that are not secured by long-term rent subsidy agreements in affordable housing categories. Such properties are described as at "medium" or "high" risk of future rent increases to market-rate rental rates, condominium conversion or redevelopment.

The DEIS zoning alternatives include proposed land use strategies, such as bonus and transfer of development rights (TDR) programs, that would be coupled with existing housing subsidy programs to retain and expand affordable housing resources over time. The findings in Chapter 3 describe the additional funding for affordable housing that could be generated and affordable housing production that could occur.

Business/Economic Impacts

Business/economic impact analyses identify existing economic vulnerabilities in the Chinatown and Little Saigon business districts. These are indicated by narrow profit margins, sensitivity to lease rate increases, and declines in revenues from restaurants in Chinatown. However, the analyses conclude that few direct significant adverse impacts to businesses are likely to occur as a result of Livable South Downtown zoning actions and subsequent growth. The zoning alternatives would be able to define the location and magnitude of possible changes so that significant "gentrifying" effects on the business communities are not probable. Despite the limited identification of adverse impacts, the analyses identify possible actions the City should consider as part of a community-based economic development strategy. Such strategies would reinforce and enhance the economic, social and cultural contributions of Chinatown/I.D. neighborhoods.

Transportation and Parking Impacts

Analyses of transportation systems indicate that additional development likely to occur under the "Action Alternatives" (Alternatives 1, 2 and 3) would contribute to increased congestion and poorer performance along most of the study area street corridors. There are relatively few differences among these alternatives in their overall impacts on the street network. However, the analysis identifies several locations where traffic conditions in 2030, with or without zoning changes, are likely to perform measurably worse than current conditions. This would occur despite anticipated improvements in the street network provided by state highway projects and other projected improvements. The projected peak hour congestion would also reduce overall bus transit performance unless other bus-related street network improvements are made.

Future infill development is likely to occur within several properties currently in parking use. This would displace some of the parking supply that serves the neighborhoods. Under growth scenarios to year 2030, the potential amount of off-street parking demand displaced by infill development could range up to approximately 850 to 1,200 parking spaces. This would generate additional spill-over parking demand. It is possible, however, that a portion of this parking demand would be accommodated by people switching to other transportation modes that are highly accessible in this area's transit hub. Also, other actions affecting on-street and off-street parking resources could occur to address future parking demand, such as changes in on-street and off-street parking management strategies, and private development of other off-street parking resources.

Public Services, Utilities, and Earthquake Hazards

Analyses of water, sewer, energy, parks/recreation, fire and police protection do not identify significant adverse impacts to public services or utilities as a consequence of additional growth through 2030. Future site specific development reviews would determine whether localized utility improvements would be needed. Also, future review of structural and fire/emergency safety systems would be needed if development bridging the railroad tracks near 4th Avenue S. is proposed. With or without zone changes, the study identifies risk of earthquake damages to some utility systems if a major seismic event occurs. The extent of damage could be reduced if investments to protect such systems are made. An example is the installation of isolation valves in the water system near Yesler Way.

The utility analyses also mention the potential benefits of enhancing environmentally sustainable practices in the study area. This includes a range of possible strategies such as rainwater harvesting and on-site treatment of wastewater. These and other measures could reduce water use and sewage flows, resulting in better water quality for Elliott Bay. Other strategies would encourage or require better energy performance in future development.

COMPARATIVE SUMMARY OF ALTERNATIVE IMPACTS

Table 1-1 summarizes the impact conclusions of Chapter 3, to provide the reader an overview and comparison of the alternatives' impacts.

Table 1-1
Summary of Impacts

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
LAND USE: ZONING & DEVELOPMENT PATTERNS			
Pioneer Square ***"Core"*** Significant adverse impacts would be avoided by protecting historic properties through Special Review District oversight, and through the limited extent of proposed height increases that apply only to non-historic contributing properties.	***"Core"*** Similar to Alternative 1, with somewhat less potential for impacts due to a zoning pattern tailored more closely than Alternative 1 to existing building patterns.	***"Core"*** Less potential for land use impacts than Alternatives 1 or 2, due to a height limit capped at 100' and other minor changes in zoning.	***"Core"*** No impacts because no changes are proposed.
Qwest Field north parking lot and "Over-Tracks" property Proposed zoning avoids significant adverse land use impacts through the mix of compatible uses, conformance with Pioneer Square regulations, and bulk controls that provide a transition to surrounding properties. Also, the out-come would be consistent with a planning approach that locates employ-ment centers near transit hubs. These conclusions are independent of the height, bulk and scale impact analysis.	***Qwest Field north parking lot and "Over-Tracks" property*** Alternative 2 would result in the most abrupt transition from surrounding land uses, with height limits up to 240' on the north parking lot and 180' on the "over-tracks" property. Otherwise, land use impact conclusions are similar to Alternative 1.	***Qwest Field north parking lot and "Over-Tracks" property*** Land use impact conclusions are similar to Alternative 1. While zoning would accommodate 180' height limits on the "over-tracks" property, a new "South Downtown Mixed" zone would increase the potential for compatibility of development with the immediate surroundings.	***Qwest Field north parking lot and "Over-Tracks" property*** No impact because no changes are proposed.
"Railroad gap" properties north of S. Jackson Street on 4th Ave. Infill development over railroad tracks would increase continuity of land uses between Pioneer Square and Japan-town. Development standards for this site would allow tall buildings. Further bulk controls and design review would help avoid significant adverse land use impacts (see height, bulk, scale findings below).	***"Railroad gap" properties north of S. Jackson Street on 4th Ave.*** Similar to Alternative 1. However, a rezone that extends west to 3rd Avenue would likely result in a significant adverse impact on historic buildings because the additional allowed height could subject the buildings to increased development pressure.	***"Railroad gap" properties north of S. Jackson Street on 4th Ave.*** No impact because no changes are proposed.	***"Railroad gap" properties north of S. Jackson Street on 4th Ave.*** No impact because no changes proposed.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
LAND USE: ZONING & DEVELOPMENT PATTERNS (continued)			
Chinatown No significant adverse land use impacts are associated with increased residential/mixed use development in lightly developed portions south of S. Weller Street.	Similar to Alternative 1 for the area south of S. Weller Street. However, extending the 125' zoned height to the full block north of the Uwajimaya complex (north of S. Weller Street) would represent a significant adverse land use impact due to contrast with the scale of adjacent National Register Historic District properties (see also the height, bulk and scale conclusions and the historic preservation impact conclusions later in this table).	No impacts because no changes are proposed.	No impacts because no changes are proposed.
Japantown No significant adverse land use impacts are associated with increased residential density through infill development.	Similar to Alternative 1, with less intensive levels of infill development.	Similar to Alternative 2.	No impacts because no changes are proposed.
Little Saigon Zoning with an 85' height limit could encourage future redevelopment that could adversely affect the long-term availability of existing commercial retail structures and properties for small businesses. Categorized as an "adverse" but not a "significant adverse" impact.	The proposed 125' height limit would avoid significant adverse height/bulk/scale impacts, but could adversely affect the long-term availability of the existing commercial retail structures and properties for small businesses.	Similar to Alternative 1.	No impacts because no changes are proposed.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
LAND USE: ZONING & DEVELOPMENT PATTERNS (continued)			
South-of-Dearborn			
No significant adverse land use impacts are identified. Alternative 1 anticipates the retention of industrial zoning with a more intensive development pattern in commercial/ office uses.	Similar to Alternative 1.	A non-industrial zone and assumed inclusion of this sub-area into the Downtown Urban Center would encourage a denser mixture of commercial, office and residential uses. Potential adverse impacts may result from proximity of residents to industrial uses, but no significant adverse land use impacts are identified.	No impacts because no change is proposed.
Stadium Area			
Significant adverse land use impacts are probable due to the relative incompatibility of residential uses that could be located in the northern portion of the WOSCA property adjacent to Port and railroad operations.	No significant adverse land use impacts are associated with the retention of IC zoning, retention of existing density limits, and increase in allowable height from 65' to 85' and 100'.	Conclusions about residential uses west of 1st Avenue S. are similar to Alternative 1. An additional concept to allow lodging as a permissible use in the 1st Ave. S. vicinity south of S. Royal Brougham Way is concluded to generate probable significant adverse compatibility-related impacts due to this vicinity's high level of activity, potential conflicts with traffic and relatively high noise levels.	No impacts because no change is proposed.
On the east side of 4th Avenue S. north of S. Royal Brougham Way, a rezone from IG2 to IC would increase the probability of office uses and diminish the probability of industrial use even though the industrial zone would be retained. Categorized as an "adverse" but not a "significant adverse" impact.	Similar to Alternative 1.	Similar to Alternative 1, except the vicinity would likely be included in the Downtown Urban Center, shifting the expected use pattern away from industrial uses and toward mixed uses.	No impacts because no change is proposed.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
LAND USE: HEIGHT, BULK, SCALE & COMPATIBILITY			
Pioneer Square ***"Core"*** Height limits up to 130' on vacant or non-historic-contributing properties would not generate significant adverse height, bulk and scale impacts (also see findings for land use/development pattern impacts).	***"Core"*** Similar to Alternative 1, with somewhat less potential for impacts due to a zoning pattern tailored more closely than Alternative 1 to existing building patterns.	***"Core"*** Less potential for land use impacts than Alternatives 1 or 2, due to a height limit capped at 100'.	***"Core"*** No impacts because no changes are proposed.
Qwest Field north parking lot and "Over-Tracks" property Maximum building heights to 180' on the north parking lot and 150' on the "over-tracks" property would represent "moderate-to-large" differences in scale from surrounding uses. In the worst-case, significant adverse height, bulk and scale impacts could occur, depending on the effectiveness of architectural and site design in shaping building bulk and arranging buildings on these properties. Additional mitigation to ensure specific bulk controls would be possible to help avoid significant impacts.	***Qwest Field north parking lot and "Over-Tracks" property*** Maximum building heights to 240' on the north parking lot and 180' on the "over-tracks" property would be "large" and "moderate-to-large" differences in scale from surrounding uses. In the worst-case, significant adverse height, bulk, and scale impacts could occur, depending on the effectiveness of architectural and site design in shaping building bulk and arranging buildings on these properties. Additional mitigation to ensure specific bulk controls would help avoid significant impacts.	***Qwest Field north parking lot and "Over-Tracks" property*** Maximum building heights to 150' on the north parking lot and 180' on the "over-tracks" property could result in "adverse" and "significant adverse" impacts, respectively. Additional mitigation to ensure specific bulk controls would be possible to help avoid significant impacts.	***Qwest Field north parking lot and "Over-Tracks" property*** No impact because no changes are proposed.
"Railroad gap" properties north of S. Jackson Street on 4th Ave. A maximum building height of 180' at this location could result in significant adverse height-related impacts, due in part to the sensitivity of the historic building context.	***"Railroad gap" properties north of S. Jackson Street on 4th Ave.*** A maximum building height of 150' would not result in significant adverse impacts if limited to the "railroad gap" properties. However, rezone of other properties near 3rd Avenue could result in impacts on historic buildings (see findings in prior land use section).	***"Railroad gap" properties north of S. Jackson Street on 4th Ave.*** No impact because no changes are proposed.	***"Railroad gap" properties north of S. Jackson Street on 4th Ave.*** No impact because no changes proposed.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
LAND USE: HEIGHT, BULK, SCALE & COMPATIBILITY (continued)			
Chinatown			
A maximum building height of 125' in the vicinity south of S. Weller Street would represent a "moderate" difference in scale from existing buildings. No significant adverse height, bulk, scale impacts are identified.	Similar to Alternative 1 for the area south of S. Weller Street. However, the extension of the 125' height limit to the full block north of the Uwajimaya complex (north of S. Weller Street) could result in significant adverse impacts due to proximity to and contrast with the building scale of the adjacent National Register Historic District.	No impacts because no changes are proposed.	No impacts because no changes are proposed.
Japantown			
A maximum building height of 240' with recommended bulk controls would not generate significant adverse height, bulk and scale impacts, except on properties on the hill near 6th Avenue S., due in part to the hill's elevation.	A maximum building height of 180', with recommended bulk controls, would result in less potential for impacts than Alternative 1. No significant adverse height, bulk and scale impacts are identified.	Similar to Alternative 2.	No impacts because no changes are proposed.
Little Saigon			
A maximum building height of 85' in this vicinity would represent a "minor" change from existing zoning. No significant adverse height, bulk, and scale impacts are identified.	A maximum building height of 125' in this vicinity would result in a larger contrast with the scale of existing buildings than Alternative 1. However, with recommended bulk controls, no significant adverse height, bulk and scale impacts are identified.	Similar to Alternative 1.	No impacts because no changes are proposed.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
LAND USE: HEIGHT, BULK, SCALE & COMPATIBILITY (continued)			
South-of-Dearborn			
"Adverse" but not "significant adverse" height/bulk/scale impacts are identified, due to the combination of maximum building height of 125', bulk controls, and their likely effects on new building development.	Significant adverse height/bulk/ scale impacts are probable, due to the combination of maximum building height to 160', increased density, and the worst-case potential for poor design, siting and bulk controls.	Similar to Alternative 2, but with greater potential for significant adverse height/bulk/scale impacts. The combination of a maximum building height to 160', and a higher permissible density for mixed use development than Alternative 2, would encourage increased levels of development. Special review processes under the proposed South Downtown Mixed zone would help achieve urban design objectives and avoid worst-case impacts.	No impacts because no changes are proposed.
Stadium Area			
A worst-case potential for significant adverse height, bulk and scale impacts exists along the west side of 1st Avenue S. However, such impacts would be avoided through the use of special review processes likely to be included in the proposed South Downtown Mixed zone.	No significant adverse height, bulk and scale impacts are associated with proposed height limits ranging from 65' to 100', proposed bulk limits, and existing design review requirements for this IC zone.	Similar to Alternative 1, with slightly less potential for significant adverse height, bulk and scale impacts due to a lower height limit in the northern portion of the vicinity near Railroad Way S.	No impacts because no changes are proposed.
Along the 4th Avenue S. corridor, no significant adverse height, bulk and scale impacts are identified in the industrial zoned area. (See also the "over-tracks" property conclusions.)	Worst-case potential for significant adverse height, bulk and scale impacts exists along the 4th Avenue S. corridor. This is due to a height limit up to 240' in the vicinity nearby to the north of S. Royal Brougham Way.	Potential impacts are somewhat less than under Alternative 1. (See also the "over-tracks" property conclusions.)	No impacts because no changes are proposed.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
LAND USE: ECONOMIC & BUSINESS IMPACTS			
Rezones and probable future development in Little Saigon would contribute to interruption and eventual displacement of up to eight production, distribution and repair businesses located east of 12th Avenue S. in Little Saigon. This would likely occur over the next decade under existing zoning.	Similar to Alternative 1.	Similar to Alternative 1.	If existing industrial zones are retained, this impact is less likely but still could occur.
Rezones in Little Saigon could result in modest increases in the likelihood of redevelopment. Such development could result in displacement of existing businesses. This might occur under existing zoning, depending upon real estate market factors.	Similar to Alternative 1, although greater increases in development capacity are proposed by this alternative.	Similar to Alternative 1.	No impacts because no change is proposed.
The proposed Dearborn Street Project would attract a greater volume and diversity of mass market customers to the Little Saigon vicinity. This offers existing businesses an opportunity for expansion, but could also dilute the district's existing niche orientation and displace specialty businesses that do not adapt. This is an indirect impact that could occur within the next decade.	Similar to Alternative 1.	Similar to Alternative 1.	If the Dearborn Street Project is not built, these impacts would not occur.
In the Japantown vicinity near 4th and 5th Avenues, 4 to 8 businesses could be displaced by future development.	Similar to Alternative 1.	Similar to Alternative 1.	No impacts because no change is proposed.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
HOUSING			
Rezones could negatively impact non-profit developers through increased development capacity and associated increases in property values that may affect non-profit project feasibility.	Similar to Alternative 1.	Similar to Alternative 1.	No impacts because no changes are proposed.
Employment growth in South Downtown would generate new demand for housing (around 15,000 dwelling units), including Downtown housing (around 4,300 dwelling units) of which some would be for affordable housing (around 700 dwelling units).	Similar to Alternative 1.	Similar to Alternative 1.	Projected employment growth would generate additional housing demand for 10,000 dwelling units, including Downtown housing (around 2,900 units) of which some would be for affordable housing (around 470 units)
Approximately 1,102 affordable dwelling units in Chinatown/I.D. and 178 affordable dwelling units in Pioneer Square are at medium or high risk of potential rent increases in the next 20 years. Of these, 496 dwelling units in Japantown and 58 dwelling units in the Chinatown core are within proposed rezone areas.	Similar to Alternative 1.	Less than Alternative 1. Under Alternative 3, an estimated 496 affordable dwelling units in Japantown would be directly affected by potential rezones, but no change is proposed in the Chinatown core.	Similar to Alternative 1, an estimated 1,280 units of affordable housing are considered to be at medium and high risk of rent increases or conversion with or without zoning changes. However, none would be directly affected under Alternative 4, due to no zone changes.
Proposed South Downtown commercial and residential bonus programs could generate approximately 89 units and 135 units of affordable housing respectively. Also, proposed TDR programs and existing programs would fund other affordable housing in the future.	Under Alternative 2, commercial and residential bonus programs could generate approximately 114 units and 120 units of affordable housing, respectively. Other affordable housing is expected to be generated by existing affordable housing programs.	Under Alternative 3, commercial and residential bonus programs could generate approximately 110 units and 107 units of affordable housing, respectively. Other affordable housing is expected to be generated by existing affordable housing programs.	Affordable housing would continue to be supported through existing programs. Affordable housing bonus programs would not apply.
POPULATION AND EMPLOYMENT			
No significant adverse impacts are identified. This section describes the distribution of projected growth and effects on development capacity in South Downtown sub-areas to 2030.	Similar to Alternative 1.	Similar to Alternative 1.	Less residential and job growth is projected under Alternative 4 existing zoning.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
HISTORIC & CULTURAL PRESERVATION			
Pioneer Square Adverse impacts relating to contrasts in scale from future infill development up to 130' could be possible at individual development sites in the core of Pioneer Square.	Somewhat less potential for adverse impacts is anticipated due to the presence of zones with maximum height limits less than 130' in the core of Pioneer Square.	Minimal potential for adverse impacts due to potential height limits of 100'.	No impacts identified.
Taller buildings allowed up to 180' at the "railroad gap" properties on the west side of 4th Avenue S. could result in significant adverse impacts due to scale relationships with nearby historic buildings in Pioneer Square.	Compared to Alternative 1, lesser adverse impacts are anticipated at the 150' height limit for the "railroad gap" properties. The lower heights would result in less potential for impacts on historic resources near that location. However, the inclusion of properties abutting 3rd Avenue S. in Alternative 2 rezones would increase risks of redevelopment of historic buildings, which would be a significant adverse impact.	No impacts in the 4th Avenue S. "railroad gap" vicinity because no changes are proposed at this location.	No impacts identified.
Chinatown/I.D. Limited potential for adverse impacts to historic resources in the Chinatown core, due to avoidance of rezones in the National Register Historic District.	Similar to Alternative 1, except the 125' height limit for the "old Uwajimaya grocery" block would overlap with the National Register Historic District at the Publix Hotel property. The additional height could result in significant adverse impacts by creating contrasts in scale between new, taller buildings and the adjacent historic district.	No impacts in the Chinatown core, due to avoidance of rezones between S. Jackson Street and S. Dearborn Street.	No impacts identified.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
HISTORIC & CULTURAL PRESERVATION (continued) Alteration of floorplate size limits within the IDR 150' zone could conceivably increase redevelopment pressure on four buildings within the National Register-designated Japantown area near 6th Avenue S./S. Main Street.	Similar to Alternative 1.	Similar to Alternative 1.	No impacts identified.
The Alternative 1 rezone with a height limit increase to 85' could potentially adversely affect the long-term retention of the historic landmark Victorian Row Apartments located on S. King Street east of 12th Avenue S.	The Alternative 2 rezone with a height limit increased to 125' would increase potential for adverse impacts, compared to Alternative 1.	Similar to Alternative 1.	No impacts identified.
A survey indicates the presence of 14 non-designated buildings that "may" meet landmark designation criteria in the study area. Of these, 10 may be directly affected by proposed rezones. Later processes would be needed to determine which, if any, of the locations would meet landmark criteria.	Similar to Alternative 1.	Similar to Alternative 1.	No impacts identified.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
TRANSPORTATION			
Approximately 37,800 person trips are anticipated to/from study area locations in the AM peak hour and 54,100 person trips in the PM peak hour. For all alternatives, it is noted that 90% of all trips in the study area are pass-through trips, meaning they do not begin or end in the study area but contribute to congestion.	Approximately 38,300 person trips to/from study area locations in the AM peak hour and 54,550 person trips in the PM peak hour.	Approximately 38,800 person trips to/from study area locations in the AM peak hour and 55,250 person trips in the PM peak hour.	Approximately 32,100 person trips to/from study area locations in the AM peak hour and 46,600 person trips in the PM peak hour.
AM Peak Hour, Corridor: Average travel speeds and the corridor's "level of service" (graded in terms of "A" to "F") in the AM peak hour would decline to levels very similar to "No Action" 2030 baseline levels in most locations (see Alt. 4). Along Rainier Avenue S. and S. Jackson Street corridors, a 1-2 mile per hour decline in travel speeds is attributed to projected development levels in Little Saigon.	**AM Peak Hour, Corridor:** Similar to conclusions for Alternative 1. The modeled speeds would be low, at approximately 2 mph along northbound Rainier Avenue S. and westbound S. Atlantic Street.	**AM Peak Hour, Corridor:** Similar to conclusions for Alternative 1. The modeled speeds would be low, at approximately 2 mph along northbound Rainier Avenue S. and westbound S. Atlantic Street.	**AM Peak Hour, Corridor:** Average travel speeds and the corridor's "level of service" (LOS) (graded in terms of "A" to "F") in the AM peak hour would decline by one or two grades and a few miles per hour along most arterial street corridors. Most notably, travel along routes such as northbound Rainier Avenue S., S. Atlantic Street (both directions), 4th Avenue S. (both directions) and westbound S. Dearborn Street would experience greater reductions in travel speed.
PM Peak Hour, Corridor: Nearly all level of service findings would be the same as identified for Alternative 4, which is the 2030 No Action baseline condition. Average travel speeds in the PM peak hour would show additional declines of 2 to 6 mph from the baseline condition on Rainier Avenue S., and 2 mph on S. Dearborn Street, attributed to projected development levels in Little Saigon.	**PM Peak Hour, Corridor:** Similar to conclusions for Alternative 1, except additional declines in average travel speeds on S. Dearborn Street could range up to 5 mph, slightly worse than Alternative 1. The modeled average speeds would be low at 1-2 mph in the eastbound direction on S. Dearborn Street, and in the southbound direction of Rainier Avenue S.	**PM Peak Hour, Corridor:** Similar to conclusions of Alternative 2.	**PM Peak Hour, Corridor:** Average travel speeds and the corridor's "level of service" in the PM peak hour would decline by one grade and a few miles per hour along some arterial street corridors. All east-west corridors would experience corridor LOS F, and the north-south 4th Avenue S., Rainier Avenue S., and 2nd Avenue Extension corridors would also experience LOS F conditions.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
TRANSPORTATION (continued)			
AM Peak Hour, Intersections: Eight of 49 signalized intersections are predicted to operate at LOS E or F, of which five would operate at LOS F: • 1st Ave. S./S. Spokane St. • 1st Ave. S./S. Atlantic St. • 4th Ave. S./S. Spokane St. • 4th Ave. S./Airport Way S. • Rainier Ave. S./S. Jackson St.	**AM Peak Hour, Intersections:** Ten of 49 signalized intersections are predicted to operate at LOS E or F, of which six would operate at LOS F: • 1st Ave. S./S. Spokane St. • 1st Ave. S./S. Atlantic St. • 4th Ave. S./S. Spokane St. • 4th Ave. S./Airport Way S. • Rainier Ave. S./S. Jackson St. • 4th Ave. S./S. Weller St.	**AM Peak Hour, Intersections:** Ten of 49 signalized intersections are predicted to operate at LOS E or F, of which six would operate at LOS F: • 1st Ave. S./S. Spokane St. • 1st Ave. S./S. Atlantic St. • 4th Ave. S./S. Spokane St. • 4th Ave. S./Airport Way S. • Rainier Ave. S./S. Jackson St. • SR 99 "frontage" road at S. Royal Brougham Way	**AM Peak Hour, Intersections:** Seven of 49 signalized intersections are predicted to operate at LOS E or F, of which five would operate at LOS F: • 1st Ave. S./S. Spokane St. • 1st Ave. S./S. Atlantic St. • 4th Ave. S./S. Spokane St. • 4th Ave. S./Airport Way S. • Rainier Ave. S./S. Jackson St.
PM Peak Hour, Intersections: Twelve of 49 signalized intersections are predicted to operate at LOS E or F, of which six would operate at LOS F: • Rainier Ave. S./S. Jackson St. • Rainier Ave. S./S. Dearborn St. • 4th Ave. S./S. Royal Brougham Way • 4th Ave. S./S. Spokane St. • 1st Ave. S./S. Lander St. • Airport Way S./S. Dearborn St.	**PM Peak Hour, Intersections:** Similar to Alternative 1.	**PM Peak Hour, Intersections:** Similar to Alternative 1, except one additional intersection would degrade from LOS E to F, located at 1st Ave. S./S. Royal Brougham Way.	**PM Peak Hour, Intersections:** Seven of 49 signalized intersections are predicted to operate at LOS E or F, of which five would operate at LOS F: • Rainier Ave. S./S. Jackson St. • Rainier Ave. S./S. Dearborn St. • 4th Ave. S./S. Royal Brougham Way • 4th Ave. S./S. Spokane St. • 1st Ave. S./S. Lander St.
Transit operating speeds: The average operating speed of transit vehicles along primary corridors would decline slightly more than the 2030 baseline conditions (see Alt. 4). This would occur most notably along Rainier Ave. S. and S. Jackson St.	**Transit operating speeds:** Similar to Alternative 1, with a slight additional decline in transit speeds along 1st Avenue S. south of S. Royal Brougham Way.	**Transit operating speeds:** Similar to Alternative 2.	**Transit operating speeds:** Increasing traffic volumes and congestion would contribute to slower average transit speeds. These speeds would fail to meet a goal of 30% of the posted speed limit.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
TRANSPORTATION (continued)			
Typical passenger loads on buses in peak hours would increase, most notably along S. Jackson Street, 2nd and 3rd Avenues. Alternative 1's measures of passenger loading are similar to those identified for the 2030 No Action Alternative (Alt. 4).	Approximately the same as Alternative 1 and Alternative 4.	Slightly less passenger loading impacts than Alternative 1 and Alternative 4.	Approximately the same as Alternative 1.
Increasing general traffic volumes will mean fewer gaps in traffic to allow truck movements to and from Major Truck Streets, from local streets and driveways.	Impacts similar to Alternative 1.	Impacts slightly greater than Alternative 1 due to more congestion.	Impacts similar to but slightly less than Alternative 1.
Average travel speeds along most truck routes would decline, similar to results shown above for AM and PM peak hours. This would reduce the efficiency of truck movements on these corridors	Impacts similar to Alternative 1, with slightly worse travel speeds along S. Dearborn Street during peak hours.	Somewhat lower average travel speeds, most notably along S. Dearborn Street during peak hours, indicating slightly greater impacts than Alternative 1.	Impacts similar to but slightly less than Alternative 1.
More development would contribute to higher pedestrian, bicyclist and automobile traffic volumes, which could increase the number of pedestrian-vehicle and bicycle-vehicle conflicts in the study area. It could also exacerbate conditions where there are deficiencies in bicycle facilities.	Similar to Alternative 1.	Similar to Alternative 1.	Lesser impacts than Alternative 1. With a lesser amount of projected new development, there would likely be lesser volumes of pedestrians and bicyclists subject to possible conflicts.
Additional congestion and traffic volumes generated by future development would contribute to adverse traffic conditions during stadium event periods. Changes in traffic patterns and road systems may also influence how stadium event traffic and access is managed by the responsible parties.	Similar to Alternative 1.	Similar to Alternative 1.	A lesser amount of projected growth under Alternative 4 could mean a somewhat lesser impact on event management concerns.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
PARKING			
Off-Street: By 2030, the potential amount of off-street parking demand that is displaced by infill development could range up to approximately 1,100-1,200 parking spaces. This would generate additional amounts of spill-over parking demand, unless the demand was altered by changes to transit travel, or otherwise served.	Similar to Alternative 1, except the estimate of displaced parking demand is for approximately 1,000 spaces.	Similar to Alternative 1.	With growth projected for 2030 under this alternative, a lesser level of displaced parking demand, of approximately 850 parking spaces. Also, up to 120 off-street parking spaces could be lost, in relation to road improvement projects.
On-Street: With future infill development and other parking losses incurred through road improvement projects, demand and competition for on-street parking would increase. On-street parking could be lost with new curb cuts or other sidewalk or transit improvements, and could be subject to conversion from free to paid parking in some locations.	Impacts are relatively similar to Alternative 1, although there could be localized differences in demand for on-street parking depending on where the greatest amounts of new development occur.	Impacts are relatively similar to Alternative 1, although there could be localized differences in demand for on-street parking depending on where the greatest amounts of new development occur.	Even if no zone changes occur, the study area would be subject to losses of approximately 220 to 650 parking spaces, in relation to road improvement projects
PUBLIC VIEW PROTECTION			
In views west from Danny Woo Garden, future development could block most of a view toward mountains and Puget Sound.	Impacts are relatively similar to Alternative 1, but with a lesser maximum height limit.	Similar to Alternative 2.	Somewhat less potential for impacts, due to existing zone with a 150' height limit.
Future development at the "over-tracks" property along the west side of 4th Avenue S. would affect views from a designated scenic route toward the Downtown skyline and the King Street Station clock tower.	Impacts are relatively similar to Alternative 1, but with a greater maximum height limit.	Similar to Alternative 2.	This impact unlikely to occur under existing zoning.
From the Harborview Viewpoint, views toward the southwest could be adversely affected by future development to 240' heights in the 6th Ave./ Yesler Way vicinity.	Adverse impacts would be less than under Alternative 1, due to future development up to 180' heights	Similar to Alternative 2.	Development under existing zoning to 150' would have less potential for adverse impacts than Alternatives 1, 2 or 3.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
ENVIRONMENTAL HEALTH			
Noise Increased numbers of newly-developed residential units would face adverse exposure to high noise levels, if built in proximity to SR 99 (and adjacent railroad tracks) and Interstate 5. Interior noise levels could be reduced by noise dampening construction techniques if they are required by future City review of individual development proposals.	Potential noise impacts would be relatively more possible than Alternative 1 along the east side of I-5 in Little Saigon, but less possible near SR 99 due to the industrial (non-residential) zoning that would be located on the west side of 1st Avenue S. south of Railroad Way S.	Potential noise impacts would be similar to Alternative 1, except residential uses would also be possible in the south-of-Dearborn vicinity	No additional noise impacts identified, but SR 99 and I-5 would continue to generate the potential for adverse noise exposure on developments on nearby properties.
Hazardous Substances Due to presence of hazardous substances in industrial areas, there is a worst-case potential for elevated exposure and health risks. However, required cleanup would help avoid the worst-case scenario.	Due to zoning patterns, less potential for exposure than Alternative 1.	Due to zoning patterns, greater potential for exposure than Alternative 1.	Due to zoning patterns, less potential for exposure than Alternatives 1 or 2.
Odor/Air Quality If future residential development occurs within approximately 100-200 feet of I-5, I-90, SR 99 and railroad tracks, there is potential for adverse exposure to air pollutants and related health effects.	**Odor/Air Quality** Less potential for impacts than Alternative 1, due to no residential exposure to SR 99 and nearby railroad tracks.	**Odor/Air Quality** Somewhat greater potential for impacts than Alternative 1, due to potential presence of residents in the south-of-Dearborn vicinity.	**Odor/Air Quality** No impacts identified.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
FIRE/EMERGENCY PROTECTION			
Gradual increases in call volumes, with an associated need for increased staffing and equipment over time.	Similar to Alternative 1.	Similar to Alternative 1.	Somewhat less than Alternative 1 due to less assumed development.
A worst-case potential for a rail accident under the "over-tracks" properties near King Street Station would necessitate ventilation, fire preventive and life safety systems sufficient to protect the railroad tracks use.	Similar to Alternative 1, potentially with increased "over-tracks" development.	Similar to Alternative 1.	This impact not likely under Alternative 4.
POLICE PROTECTION			
Gradual increases in call volumes, due to increased residential and employee presence, increasing demand for police resources	Similar to Alternative 1.	Similar to Alternative 1.	Somewhat less than Alternative 1 due to less assumed development.
PARKS AND RECREATION			
Additional levels of residential and employment growth would increase anticipated demand for parks/recrea-tional amenities above previous City estimates. This would amount to an additional: -- 3.7 acres of park/recreation space for new residents	Similar to Alternative 1, amounting to an additional: -- 4.0 acres of park/recreation space for new residents	Similar to Alternative 1, amounting to an additional: -- 4.1 acres of park/recreation space for new residents	Less than Alternative 1, amounting to an additional: -- 1.4 acres of park/recreation space for new residents
ENERGY			
Increased demand for energy with future development.	Similar to Alternative 1.	Similar to Alternative 1.	Somewhat less than Alternative 1 due to less assumed development.

Alternative 1 Infill Emphasis Toward West	Alternative 2 Infill Emphasis Toward East	Alternative 3 Distributed Growth	Alternative 4 No Action Alternative
ENERGY (continued)			
No significant adverse impacts identified on the energy system. However, local improvements might be needed on a site-by-site basis with future projects. This might include cases where clearances between overhead lines and new buildings would need to be addressed through building design adjustments or undergrounding of electric utilities.	Similar to Alternative 1.	Similar to Alternative 1.	Similar to Alternative 1.
WATER UTILITY			
Increased demand for domestic water service and fire flow availability with future development.	Similar to Alternative 1.	Similar to Alternative 1.	Somewhat less than Alternative 1 due to less assumed development.
No significant adverse impacts identified on the water utility system.	Similar to Alternative 1.	Similar to Alternative 1.	Somewhat less than Alternative 1 due to less assumed development.
SEWER & STORMWATER UTILITY			
Increased generation of sewage and stormwater volumes with future development.	Similar to Alternative 1.	Similar to Alternative 1.	Somewhat less than Alternative 1 due to less assumed development.
No significant adverse impacts identified on the sewer utility systems.	Similar to Alternative 1.	Similar to Alternative 1.	Somewhat less than Alternative 1 due to less assumed development.
EARTH (SEISMIC HAZARDS)			
With or without zone changes, future development would occur in study area vicinities with elevated risk of seismic damage. A tsunami with a potential flood surge of five feet across portions of the study area would also be possible if an earth-quake occurred under Elliott Bay.	Potential damage risks are similar to those under Alternative 1.	Due to a greater potential residential presence between S. King Street and S. Royal Brougham Way, the potential risks relating to seismic damage could be greatest under Alternative 3.	Potential damage risks are similar to those under Alternative 1.