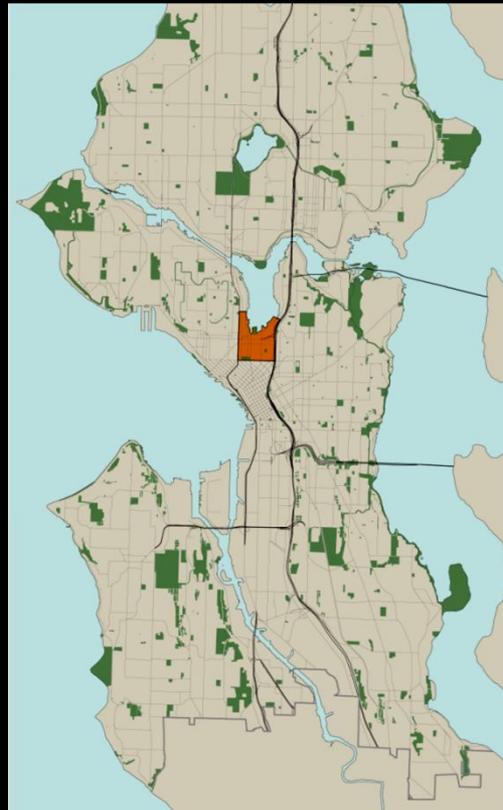


# South Lake Union Height and Density Alternatives Draft Environmental Impact Statement

Articulate, advocate and  
advance our  
community's vision for  
an exceptional and  
vibrant Seattle.

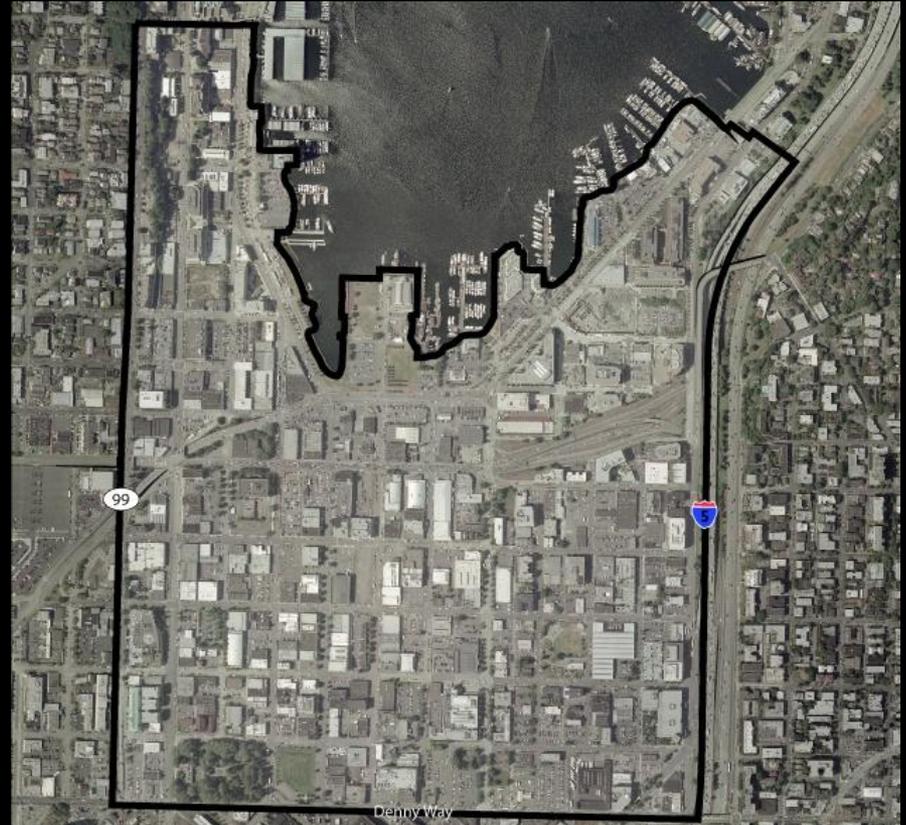


# What Are We Doing and Why Are We Doing It?

- Implementing The Comprehensive Plan.
- Incentive Zoning/Public Benefits.
- Diversity of Building Types and Good Urban Form.

# The EIS is an important part of the planning process

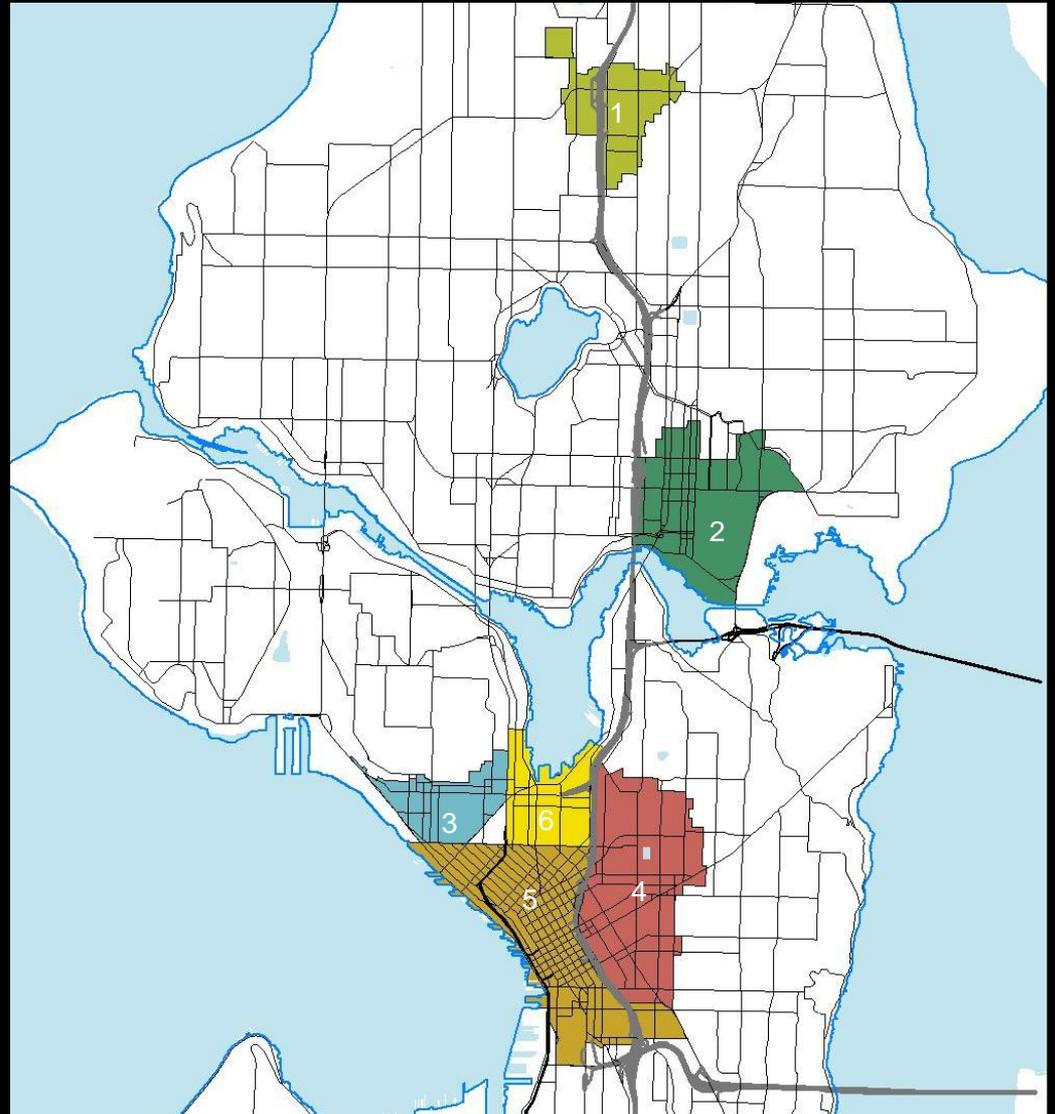
- Alternatives are not zoning proposals.
- Tests and compares different zoning concepts.
- Investigates long-term implications of zoning alternatives.
- Identifies mitigation strategies.
- Alternatives are not zoning proposals.



# Designation as an Urban Center

## Urban Centers

1. Northgate
2. University
3. Uptown
4. 1<sup>st</sup> Hill/Capitol Hill
5. Downtown
6. South Lake Union

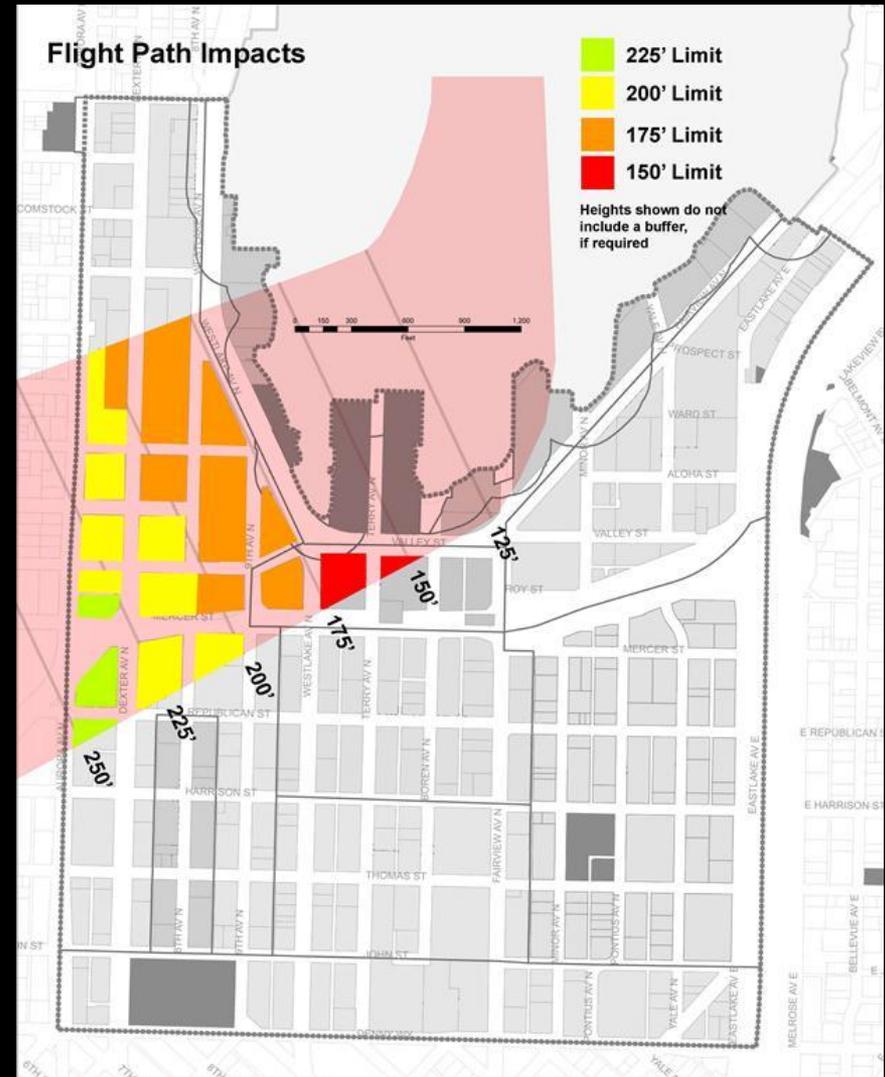


# Elements of the Environment

- Geology and Soils
- Air Quality
- Water Quality
- Plants and Animals
- Environmental Health
- Noise
- Greenhouse Gases
- **Land Use**
- **Housing**
- **Aesthetics**
- Historic Resources
- Cultural Resources
- **Transportation**
- Public Services
- Utilities

# Land Use

- elevation of flight path rising over southwest portion of neighborhood
- Wind analysis: turbulence above and downwind from buildings



# Housing

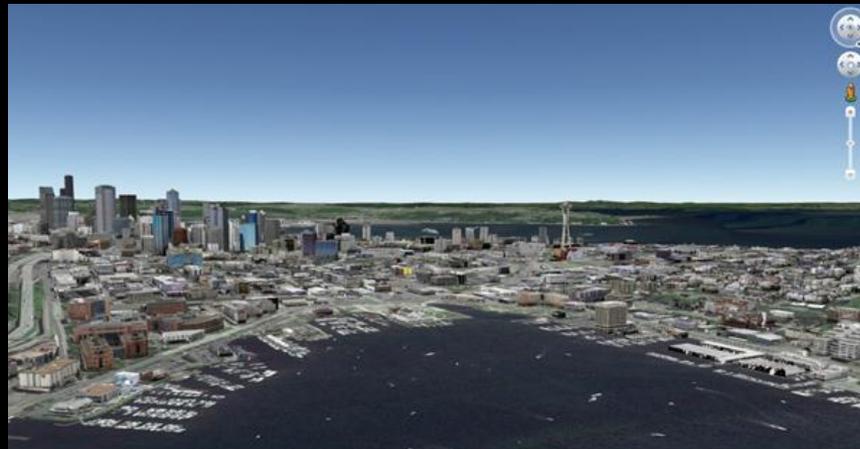
- Increased housing capacity
- Affordability impacts
  - Construction costs of high rise towers
  - Lot consolidation for towers may create parcels for affordable housing
  - Potential for displacement

# Aesthetics

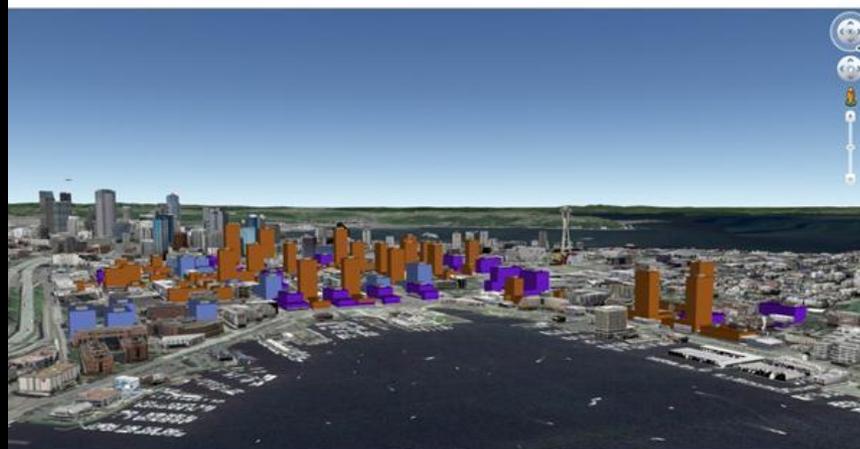
- Visual expansion of downtown skyline to the north
- New building type in the neighborhood
- No significant impacts to designated viewpoints
- No significant impact to shadows on public open spaces

# Alternative 1

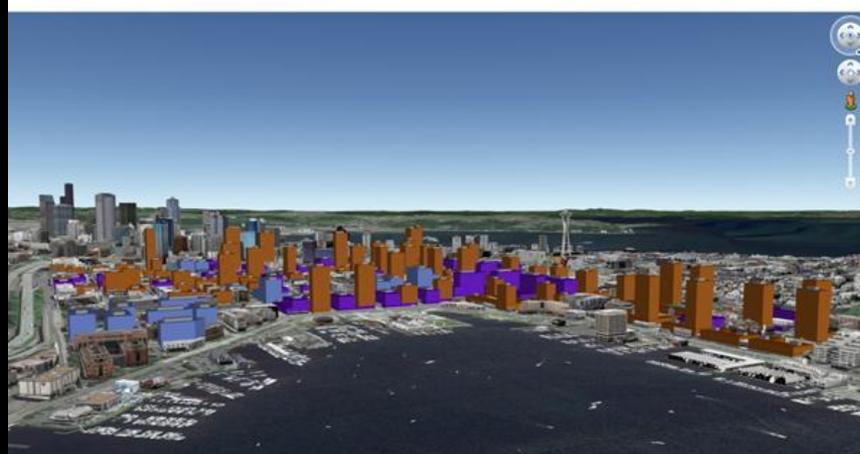
Existing



2031

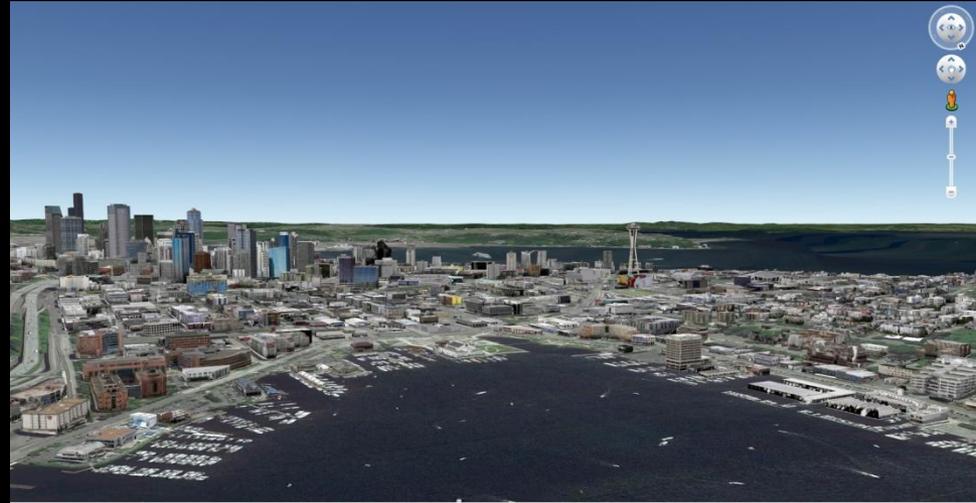


Build-out

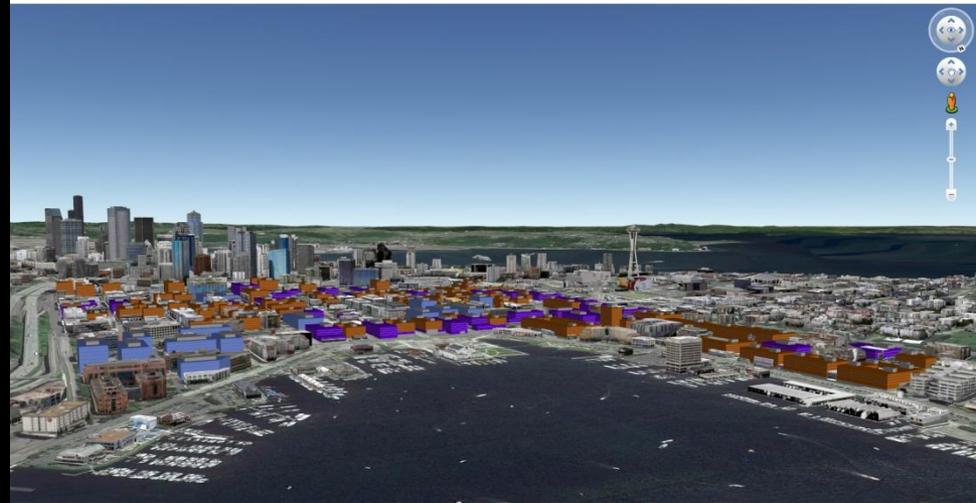


# Alternative 4 – No Action

Existing



Build-out



# SLU Transportation Analysis



- Unique approach
- Based on national studies of mixed use, TOD, and infill development
- Statistical analysis, empirical validation



	Mixed Use Development	Transit Oriented Development	Infill Development
Percent Trips Reduced from Standard Rates	30%	44%	36%

Examples: San Diego, Seattle, Portland, Sacramento, Houston, Atlanta, Boston

Sources: EPA MXD, SANDAG SG TG, TCRP H-27A, Caltrans 1221

# MXD Trip Generation Adjustment

Strategy	Reductions in Vehicle Trip Generation Rate per 100% increase in the D's
<b>Density</b>	1% to 17%
<b>Diversity</b>	1% to 13%
<b>Design</b>	2% to 13%
<b>Destinations</b>	20% to 51%
<b>Demand Management</b>	10% to 65%
<b>Distance to Transit</b>	2% to 10%

**Other Mitigation Measures**

- Implement maximum parking limits
- Unbundle parking cost from property cost
- Implement mid-block connector concept from Urban Framework Plan
- Transit Capital Improvements



**LEGEND**

● Roadway, Bicycle, Pedestrian or Transit Improvement

↑  
N  
NOT TO SCALE