

Capital Mall Triangle Subarea Plan

Draft language to address comments from WSDOT

(to be inserted into Chapter 7 *Transportation*)

The Capital Mall Triangle Subarea Plan was written in conjunction with a planned action Environmental Impact Statement (EIS). A planned action is:

- A development action for which the environmental impacts have been addressed by an Environmental Impact Statement (EIS). Environmental impacts include those to the natural environment and the built environment.
- Associated with a plan for a specific area, or a subarea plan.
- A detailed review under with the State Environmental Protection Act (SEPA) which is consistent with [RCW 43.21C.031](#) and [WAC 197-11-164 through 172](#).
- Done before private development projects are proposed.

By analyzing possible environmental impacts and their mitigation before development happens, the environmental review process for private development projects in this subarea will be streamlined. The EIS for this project identified more vehicle trips as a transportation impact, and it proposed a mitigation method called a trip cap. For projects proposed in this area that will generate fewer vehicle trips than the trip cap, the City will allow a streamlined environmental review process of transportation impacts. Any projects that generate vehicle trips above the trip cap would be required to do a full SEPA analysis for transportation.

To address comments from WSDOT about potential impacts of new development to US 101, the City will consider creating a two-tiered trip cap in the planned action ordinance. The first tier will be lower than the one described in the EIS. If that lower trip cap is met, the City will require additional SEPA review for private development projects in the subarea and evaluate travel patterns in the area and consider additional mitigation measures. The second tier will be the one described in the EIS. The City will monitor the new trips generated in the subarea once the Planned Action Ordinance is effective.