

A. BACKGROUND

1. Name of proposed project, if applicable:

City of Shoreline Transportation Master Plan (TMP) and accompanying Development Code and Comprehensive Plan Amendments

2. Name of applicant:

City of Shoreline, Department of Public Works

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

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4. Date checklist prepared:

September 28, 2011

5. Agency requesting checklist:

City of Shoreline, Department of Planning and Development Services

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

The Draft TMP was released for public review on September 12, 2011.

The Development Code and Comprehensive Plan Amendments are scheduled to be reviewed in late September and October 2011 by the City of Shoreline Planning Commission, with a public hearing on October 27, 2011.

The City Council is currently scheduled to adopt the TMP, Development Code Amendments, and Comprehensive Plan Amendments on November 28, 2011.

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

Analysis in the TMP has been used to supplement and revise the goals and policies of the Transportation Element of the City's Comprehensive Plan. The Comprehensive Plan will receive a number of additional changes as part of the Comprehensive Plan Major Update, which is scheduled to be adopted in late 2012.

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

The City of Shoreline has prepared a number of environmental documents since the City's incorporation in 1995. The City prepared a Draft Environmental Impact Statement (issued November 17, 1997) and Final Environmental Impact Statement (issued November 2, 1998) for the City's first Comprehensive Plan. In September 2004, the City prepared a SEPA Checklist and EIS Addendum for its Comprehensive Plan Update, and a separate SEPA Checklist for the 2005 Transportation Master Plan. The City recently prepared a SEPA Checklist for the 2011 Parks, Recreation, and Open Space Plan, which was adopted in July 2011.

The City has also prepared more specific environmental information for individual projects such as the Aurora Corridor Improvement Project (SEPA Checklist and Mitigation Determination of Non-Significance issued in November 2007) and Town Center Subarea Plan (FEIS adopted in July 2011).

- 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.**

The City of Shoreline will be updating its Comprehensive Plan in late 2012.

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

The City of Shoreline's Transportation Master Plan (TMP) will be a long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted land use plan. The TMP reflects policy direction from the City Council and the Planning Commission, and must be adopted by ordinance by the Shoreline City Council. The TMP includes new transportation goals and policies that conflict with the City of Shoreline's existing Comprehensive Plan and Development Code. As such, the City will also be adopting Comprehensive Plan and Development Code amendments to ensure consistency with the new TMP. City Council adoption for all three items is currently scheduled for November 28, 2011. Analysis in the TMP will also be used to further update and supplement the City of Shoreline's Comprehensive Plan later in 2012.

Under the Growth Management Act (GMA), the Washington State Department of Commerce must review proposed updates, including master plans to comprehensive plans for consistency with the Growth Management Act. Key requirements include compliance with the GMA and King County's Countywide Planning Policies. The overall goals of the GMA encourage affected jurisdictions, including Shoreline, to keep pace with land development and make public road and transit improvements to help meet the expected transportation demand.

- 11. Give brief, complete description of your proposal, including the proposed uses and the site 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 TMP is a long-range plan that helps guide how the City develops its Capital Improvement Program, coordinates transportation improvements with land uses, and plans for what is needed to respond to growth.

Shoreline is updating the TMP due to significant changes that have been completed and that are planned for the City's transportation system since the TMP was originally created in 2005. Completed changes include the Interurban Trail, improvements to Aurora Avenue N, and the pedestrian bridges across Aurora Avenue N. New bus rapid transit service from both Metro (expected to begin in 2010) and Community Transit and the light rail extension from Northgate are changes that are coming to Shoreline's transportation system.

The City began the TMP update in July 2009 with an open house to solicit feedback about bicycle, pedestrian and transit needs. Along with the comments received at the open house, responses to questionnaires, email feedback and the input of a citizens' advisory committee regarding bicycle and pedestrian needs, the City began crafting policies addressing transportation issues. Additionally, the City hired a consultant to develop a traffic model that identifies the location of future transportation projects needed to accommodate growth. Staff met with Council several times during spring/summer 2010 to receive policy direction. Using the input received to date, staff has:

- Developed draft bicycle and pedestrian system plans;
- Updated its traffic model to account for anticipated residential and employment growth over the next twenty years;
- Created a three-phase transit plan;
- Identified streets for reclassification;
- Identified projects to help solve existing transportation deficiencies, as well as issues arising as a result of growth; and
- Drafted policies and implementation strategies that will help guide the development of future transportation projects and programs.

Changes to the TMP have resulted in several goals and policies that are inconsistent with the City's adopted Comprehensive Plan and Development Code. As such, the City will also be adopting several Comprehensive Plan and Development Code Amendments to ensure consistency amongst the three documents. These amendments include revising the Level of Service (LOS) standard in the City's Development Code from LOS E to LOS D for signalized intersections on arterial streets and a volume to capacity (V/C) ratio of 0.90 or lower for Principal Arterials or Minor Arterials. Other Development Code amendments include revisions to traffic study, frontage improvement, and concurrency requirements.

As the City proceeds with the transportation planning process, Sound Transit is also beginning their initial planning work for extension of light rail from Northgate to Lynnwood. Although voters approved a conceptual alignment for light rail along I-5, Sound Transit must examine and compare multiple alignments as part of the required federal environmental review process.

- 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.**

The study area for the Transportation Master Plan consists of the incorporated area of the City of Shoreline, Washington. Shoreline is bounded by Puget Sound on the west and by the cities of Edmonds, Woodway, and Mountlake Terrace to the north, Lake Forest Park to the east, and

Seattle to the south. The study area is 11.74 square miles and contains 3.4 miles of Puget Sound shoreline. Figure 1 includes a vicinity map for the City of Shoreline, as well as the TMP's proposed street classifications.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other: _____.**

The City of Shoreline is located in north King County, approximately fifteen miles north of downtown Seattle. The City of Shoreline is characterized by hilly valleys shaped by a number of creeks such as Boeing Creek, Thornton Creek, McAleer Creek and Lyon Creek. Steep slopes and landslide hazard areas exist in isolated locations.

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

The proposal is a non-project proposal and does not recommend project action on a specific site. The majority of the City is flat or gently sloped, with isolated areas of steep slopes (greater than 40%).

- 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 prime farmland.**

The proposal is a non-project proposal and does not recommend project action on a specific site. Future development and transportation improvements projects would be subject to individual SEPA review.

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

The proposal is a non-project proposal and does not recommend project action on a specific site. Steep slopes and landslide hazard areas are shown on maps included in the 2005 Comprehensive Plan and the City's Geographic Information System (GIS), and are updated as additional information becomes available.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

No filling or grading is expected as a direct result of this action. Development proposals emerging subsequent to the adoption of the TMP would be evaluated relative to federal, state, and local regulations and standards on an individual project-specific basis.

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

No erosion would directly result from the adoption of the proposal. Future development proposals will be evaluated and subject to the federal, state, and local regulations and standards, as well evaluated for consistency with the goals and policies of the TMP.

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

The proposal is to adopt the TMP and does not relate to a specific project. Future development proposals will be evaluated and subject to the adopted regulations and standards. Road improvements would largely be confined to existing paved right of way.

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

As a non-project proposal, no specific development conditions are presented. Future development will need to conform to City standards and regulations during project review. The City's Critical Areas regulations (SMC 20.80) provide protection measures, including buffers to reduce and control erosion.

2. Air

a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Localized impacts from future TMP improvement projects could consist of short-term reduction in air quality as a result of dust generated from the use of machinery during activities that disturb soil layers, as well as construction vehicle traffic and additional automobile trips to the site. The localized impacts are generally very short-lived and most of them can be mitigated quite effectively. Any short term impacts directly resulting from future TMP projects would likely be indistinguishable from existing conditions, given the City's urban nature and the presence of multiple highways and major arterials, which are major contributors to emissions in the area.

The Puget Sound Clean Air Agency (PSCAA) governs activities affecting air quality in King, Snohomish, Pierce, and Kitsap Counties; and thus has jurisdiction over the City. As required by the PSCAA regulations, emissions would be controlled by using reasonably available control technologies (PSCAA, 2008) and City of Shoreline construction practices.

Carbon monoxide hot spot modeling (predictive modeling of CO concentrations, including background concentrations) was completed for the Aurora Corridor Project in 2007 at the most congested intersections to analyze potential air quality impacts related to projected increases in traffic along Aurora Avenue N and surrounding streets. This modeling used the WSDOT Washington State Intersection Screening Tool, and showed that the anticipated increases in traffic levels would not cause CO concentrations to exceed the NAAQS limits, both for the near future (2007) and future (2025). Since that time, traffic levels along Aurora Avenue N and throughout the City have increased less than projected, and this trend is expected to continue.

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

None known.

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

Dust and vehicle exhaust emitted during construction work on TMP improvement projects would be subject to the requirements of the Puget Sound Clean Air Agency that require reasonable

measures be used to control any emissions to prevent impacts at off-site locations. For example, use of properly tuned equipment can avoid undue exhaust emissions.

Electric powered equipment could be used as an alternative to gasoline or diesel-powered equipment, thus reducing objectionable odors and potential adverse health effects from exhaust emissions.

Future development projects will be conditioned subject to consistency with air protection regulations. New goals and policies support and encourage non-motorized transportation, including transit to reduce auto traffic and related emissions.

3. Water

a. Surface:

- 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.**

The City of Shoreline's shoreline area includes approximately 3.5 miles of marine shorelines within the city limits. The portions of the Puget Sound are located on the western most side of the City. There are numerous small streams and creeks within or adjacent to the City. Many of these streams have been placed in culverts, channels, or otherwise altered. Boeing Creek flows to the Puget Sound and drains an area which includes Shoreview Park. Thornton Creek originates in Ronald Bog, flows to Twin Ponds, crosses the City limits, and emerges as an open channel in the City of Seattle's Jackson Park Golf Course. McAleer Creek flows in the southeasterly direction and passes through the northeast corner of the City. Lyon Creek flows in a similar direction just outside of the City in Lake Forest Park.

- 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.**

The proposal is not related to a specific project. Development in the shoreline area would be conditioned by the City of Shoreline Municipal Code (SMC), Shoreline Master Program (SMP), and applicable development regulations.

- 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.**

Not applicable.

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

Not applicable. Future improvement projects would not be expected to result in surface water withdrawals or diversions.

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

Adoption of the TMP is not a project-specific action. Future development proposals will be evaluated and subject to City regulations and standards. There are areas within the City of Shoreline that lie with a 100-year floodplain.

- 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.**

Adoption of the TMP will not result in any discharges of waste material to surface waters. Some street improvements may result in increased surface water runoff and will be required to meet current stormwater standards at the time of construction.

b. Ground:

- 1) **Will ground water be withdrawn or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

There would be no groundwater withdrawn or water discharged to groundwater as a result of adoption of the TMP.

- 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.**

Not applicable.

c. Water Runoff (including storm water):

- 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.**

This is a non-project proposal. Any future improvements will be subject to all applicable local, state, and federal regulations and will be required to avoid or mitigate impacts.

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

The proposal is for the adoption of a citywide Transportation Master Plan. Indirectly, growth and urbanization contributes to increased amounts of impervious surfaces and increased loadings of potential pollutants entering the ground or surface water. Increased development and increased impervious surfaces could increase the amount of run-off. The proposal, however, does not relate to a specific project. Future development proposals will be evaluated and subject to City regulations and standards.

- 3) **Proposed measures to reduce or control surface, ground, or runoff water impacts, if any:**

The City has policies in place in the Development Code, Surface Water Master Plan, and Engineering Development Guide to reduce and control surface, ground and runoff water impacts. The City has and will continue to implement these policies through a number of projects and

programs, including low impact development. For specific projects, project-level review will condition approvals to avoid or mitigate impacts.

Best Management Practices (BMPs) may be utilized to control runoff as appropriate during construction of proposed improvement projects. In addition, specific measures may be taken to prevent soil compaction. BMPs and surface water design would be in accordance with the DOE Stormwater Manual for Western Washington, the Low Impact Technical Guidance Manual for Puget Sound and the City of Shoreline Municipal Code.

4. Plants

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

<input checked="" type="checkbox"/> Deciduous trees (check types): <input checked="" type="checkbox"/> alder <input checked="" type="checkbox"/> maple <input type="checkbox"/> aspen <input checked="" type="checkbox"/> other:
<input checked="" type="checkbox"/> Evergreen trees (check types): <input checked="" type="checkbox"/> fir <input checked="" type="checkbox"/> cedar <input checked="" type="checkbox"/> pine <input checked="" type="checkbox"/> other:
<input checked="" type="checkbox"/> Shrubs
<input checked="" type="checkbox"/> Grass
<input type="checkbox"/> Pasture
<input type="checkbox"/> Crop or grain:
<input checked="" type="checkbox"/> Wet soil plants (check types): <input checked="" type="checkbox"/> cattail <input checked="" type="checkbox"/> buttercup <input checked="" type="checkbox"/> bullrush <input checked="" type="checkbox"/> skunk cabbage <input checked="" type="checkbox"/> Other:
<input checked="" type="checkbox"/> Water plants (check types): <input checked="" type="checkbox"/> water lily <input checked="" type="checkbox"/> eelgrass <input checked="" type="checkbox"/> milfoil <input checked="" type="checkbox"/> Other:
<input checked="" type="checkbox"/> Other types of vegetation: Ornamental landscaping

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

No vegetation will be removed as a result of adoption of the TMP. Removal of vegetation usually increases with increased development; however, actual vegetation removal will be determined at project level review, and be subject to the City's Development Code (SMC Title 20).

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

Not applicable to this non-project proposal.

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

The proposal is a non-project action. Project-level review for future improvement projects may condition any approvals necessary to mitigate impacts.

5. Animals

- a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:**

birds: hawk, heron, eagle, songbirds, other:

mammals: small rodents, deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

The City of Shoreline is primarily urban/suburban in nature.

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

In 2001 the federal government listed Puget Sound Chinook Salmon and Bull Trout as threatened species under the Endangered Species Act (ESA) (U.S. Fish and Wildlife Service, Federal Register, 64 FR41835 and 41839). Portions of Thornton, McAleer, Lyon, Boeing and the Puget Sound have documented salmonid use including chinook salmon (listed as threatened under the ESA) and coho (federal candidate species). (Streams reaches used by salmon may be located outside the Shoreline city limits.) In response to this federal listing, the City participates in the tri-county effort to protect Puget Sound Chinook Salmon.

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

The Puget Sound area is part of the Pacific Flyway. Birds that inhabit the area vary seasonally due to migrations.

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

The Community Design Element of the 2004 update to the Comprehensive Plan calls for the City to develop a program to implement Green Street improvements that prioritizes connections to schools, parks, neighborhood centers and other key destinations. The Green Streets standards will provide guidelines for an enhanced streetscape, including street trees, landscaping and facilities for bicycles. The SMC also includes measures to protect critical areas, including wildlife habitats. Project-level review for any subsequent development will condition approvals to avoid or mitigate impacts to wildlife.

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.**

Not applicable.

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

Any impacts resulting from projects stemming from this non-project action will be determined at project-level review.

- 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:**

The proposal does not relate to a specific action. Future projects will be evaluated at the project level and any project impacts will be conditioned at that time.

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.**

The proposal is adoption of the Transportation Master Plan. There are a number of environmental health hazards, such as chemical spills, related to the transportation of goods and services. However, numerous local, state, and federal regulations are in place to prevent or mitigate potential environmental health hazards.

- 1) **Describe special emergency services that might be required.**

No special emergency services are expected to be required.

- 2) **Proposed measures to reduce or control environmental health hazards, if any:**

The TMP seeks to identify transportation issues, forecast future transportation growth, and plan for transportation improvements to maintain a functioning transportation system and reduce the threat of transportation related hazards.

b. Noise

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

The City of Shoreline experiences environmental noise levels typical of urban/suburban areas, with intermittent construction noise and varying traffic noise levels that are highest along interstates (Interstate 5) and major arterials (Aurora Avenue N, N 145th Street, N 175th Street).

- 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 site?**

There are no current plans to expand I-5 in the Shoreline area, so traffic growth will be accommodated for the most part by the Shoreline's arterial streets. Regional growth and the resulting demand for more travel in the future will actually reduce access to I-5 from Shoreline. It is projected that traffic volumes on the City's arterial streets along I-5 will increase because of the increased pass through traffic. While this proposal is for a non-project action, growth within the City and surrounding cities will contribute to increased traffic which in turn leads to higher noise levels impacting properties along these state highways and within proximity to the major intersections within Shoreline.

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

The policies that support local pedestrian and bicycle modes of transportation may result in a reduction of long term vehicle noise in Shoreline. It is the City's policy to minimize and prevent adverse noise impacts. In general, the City municipal code prohibits noise levels to be audible greater than 50 feet from the source. Construction or maintenance activities in the City's right-of-way are conditioned to minimize the impact on adjacent property owners. Future development proposals will be evaluated and subject to City regulations and standards.

8. Land and Shoreline Use**a. What is the current use of the site and adjacent properties?**

The City of Shoreline is a first-tier suburb of Seattle that is substantially developed, with only about one percent of the total land area remaining vacant, which are primarily single lots scattered throughout the City (rather than large contiguous tracts of land). Residential single family development accounts for approximately 50% of the land uses in Shoreline, with multi-family and commercial developments accounting for about 4% each, and public facilities and parks and recreation uses accounting for between 7 and 8% each.

b. Has the site been used for agriculture? If so, describe.

The proposal is for a non-project action, and is not site-specific. The City of Shoreline is an urban area and does not have any designated agricultural lands.

c. Describe any structures on the site.

Within the City of Shoreline, there are buildings and structures associated with the following land uses:

- Single-family residential
- multi-family residential
- commercial
- institutional
- parks & recreation
- open space/water
- public facilities, and
- right-of-way

The proposal is for the adoption of a master plan and is not site-specific.

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

Not applicable.

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

Zoning varies throughout the City. Zoning classifications in Shoreline include seven residential zones (R-4, R-6, R-8, R-12, R-18, R-24 and R-48), an Office zone, a Neighborhood Business zone, a Community Business zone, a North City Business District, a Mixed Use Zone (previously

Regional Business), a Town Center Zone (with four individual districts), an Industrial zone, and a contract zone.

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

Comprehensive Plan land use designations in the City of Shoreline include Low Density Residential, Medium Density Residential, High Density Residential, Mixed Use, Community Business, Regional Business, Public Facilities, Campus, Planned Area 3, Special Study Area, Ballinger Special Study Area, North City Business District, Private Open Space, and Public Open Space.

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

The King County Shoreline Master Program designates the shoreline jurisdictional area as Urban for the Puget Sound within the City limits. The City of Shoreline anticipated adopting an updated Shoreline Master Program later in 2011.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Wetlands, streams, Puget Sound shoreline, steep slope and landslide hazard areas, erosion hazards and seismic hazard areas are all environmentally sensitive areas located within the City of Shoreline, and are regulated by Shoreline Municipal Code Chapter 20.80.

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

According to United States Census 2010 numbers released in February 2011, the population of Shoreline was virtually unchanged over the last decade, and now sits at an estimated 53,007 people. Based on State of Washington employment figures, the City of Shoreline currently has approximately 15,800 jobs.

In 2010, the King County Growth Management Planning Council adopted new long range growth targets (for the year 2031) for all cities in King County. The City of Shoreline is expected to add 5,000 new households and 5,000 new jobs. The traffic model developed for the TMP has taken these projections and distributed them throughout the city by individual traffic analysis zones (TAZ's).

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

No people would be displaced by adoption of the Master Plan.

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

No measures are proposed or needed. Individual development projects in the future would be required to adhere to all local, state, and federal regulations related to land use.

l. Proposed measures to ensure the proposal is compatible with existing and project land uses and plans, if any.

The proposal is to adopt a Transportation Master Plan (TMP) for the City of Shoreline. The master plan is designed to be consistent with the City's Comprehensive Plan, King County

Countywide Planning Policies, and the state Growth Management Act. Policies from the TMP will be integrated into the 2012 update to the Comprehensive Plan, most notably in the Transportation Element.

9. Housing**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing?**

The adoption of the Transportation Master Plan does not involve the construction of any housing units. The traffic model included in the TMP assumes that Shoreline will add approximately 5,000 new housing units in the next twenty years, consistent with the growth targets adopted by the King County Growth Management Planning Council.

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

Not applicable.

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

No measures are proposed or required. Future individual development projects will be required to followed all local, state, and federal regulations.

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?**

No buildings or other structures are proposed by this action. Improvement projects listed in the TMP could help facilitate future development projects, which would be subject to individual SEPA review.

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

Not applicable.

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

The City's municipal code (SMC) limits the height of buildings and structures according to the zoning designation. The code provides requirements for open space and landscaping for new developments.

11. Light and Glare**a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Not applicable.

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

Not applicable.

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

Not applicable.

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

Any measures to reduce or control light and glare impacts would be determined as a part of specific project level review and approval.

12. Recreation

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

The City of Shoreline has a well developed parks system that includes 330 acres of parks and open space spread throughout all corners of the City, offering a variety of active and passive recreational opportunities. These include one regional park, two large urban parks, seven community parks, seven neighborhood parks, eleven natural areas, and eight special use facilities (including the Interurban Trail, Shoreline Civic Center, Shoreline Pool, and Spartan and Richmond Highlands Recreation Centers).

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

Adoption of the TMP would not displace any existing recreational uses. Future improvement projects would not be anticipated to displace any recreational uses in the future.

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

The TMP includes goals and policies that support pedestrian improvements and bicycle facilities and enhance access to recreation. In addition, the City of Shoreline recently adopted its 2011 Parks, Recreation, and Open Space Plan (PROS Plan). Future improvement projects would need to be consistent with this plan.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

The proposal is to adopt a citywide Transportation Master Plan and is not related to a specific project. Future development proposals will be evaluated for impacts to any historic sites and subject to comply with the Comprehensive Plan, City, state and federal regulations. The City maintains a register of historic and cultural resources.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

The proposal is for a non-project action; therefore, no direct impacts to historic sites are anticipated by this adoption.

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

Potential impacts due to development will be identified through the project-specific SEPA review process. Project-specific impacts would be identified at the time of development.

14. Transportation

- a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.**

The transportation network in Shoreline is greatly impacted by state highways. Aurora Avenue N (State Highway 99) and Interstate 5 (I-5), both of which are designated as “highways of statewide significance,” run the entire length of Shoreline and carry well over 200,000 vehicles per day. SR 104 (Ballinger Way NE and N/NE 205th Street) borders the City to the north and passes through the northeast portion of the City. Shoreline is bordered by two other state highways SR 523 (N/NE 145th Street) and SR 522 (Bothell Way NE). Even though these two corridors and a portion of SR 104 are not inside the corporate limits of the City, Shoreline citizens and businesses rely on them for their travels. Generally, the sidewalk systems along these streets are nonexistent or substandard and in disrepair, illumination is lacking and there is limited capacity to improve transit operations.

I-5 has three interchanges affecting Shoreline: NE 145th Street, NE 175th Street, and NE 205th Street. The location of each of these interchanges has direct and significant impact on these streets essentially making them Shoreline’s most heavily traveled east-west corridors. When I-5 is congested, parallel north/south arterials in Shoreline often receive spillover traffic. Aurora Avenue N, Meridian Avenue N, 5th Avenue NE and 15th Avenue NE are the streets that generally pick up the overflow traffic.

The roadway network in Shoreline is laid out primarily in a grid system, as can be seen in Figure 1. Streets run east-west and avenues run north-south. The following roadways function as the primary (arterial) transportation corridors in the City:

East-West

- N/NE 145th Street (SR 523)
- N/NE 155th Street
- N/NE 175th Street
- NW Richmond Beach Road
- N/NE 185th Street
- N/NE 205th Street/Ballinger Way NE (SR 104)

North-South

- 8th Avenue NW
- Greenwood Avenue N
- Dayton Avenue N
- Aurora Avenue N (SR 99)
- Meridian Avenue N
- Interstate 5
- 5th Avenue NE
- 15th Avenue NE
- 25th Avenue

Aurora Corridor Project

The Aurora Corridor Project supports the City of Shoreline's transportation policies in the adopted Comprehensive Plan. When completed, this project will redevelop the entire three miles of Aurora Avenue N that run through Shoreline. The goals of the plan are to improve:

- Pedestrian and vehicle safety
- Pedestrian and disabled access
- Vehicular capacity
- Traffic flow
- Transit speed and reliability
- Nighttime visibility and safety
- Storm water quality
- Utility infrastructure and capacity
- Economic investment potential
- Streetscape amenities

The completed project will also satisfy the State of Washington's access management requirements by eliminating the center two-way left turn lane and replacing it with a raised center median that contains pockets allowing for left and U-turns.

The original design concept was developed during the Aurora Corridor Multi-Modal Pre-Design Study, a public process lasting over two years and involving over 60 public meetings, open houses and briefings at City Council meetings. The design for the roadway includes the following features:

- 7-foot sidewalks

- 4-foot amenity zone for fire hydrants, street signing, street and pedestrian lights, landscaping and pedestrian amenities such as benches and trash cans
- Stormwater facilities and water quality treatment that meets or exceeds city, county and state requirements
- Two through lanes and a Business Access/Transit (BAT) lane in each direction
- Bus zone enhancements
- Raised medians with left and U-turn pockets
- Continuous street lighting
- Underground utilities

For funding and design purposes, the Aurora Corridor Improvement Project was divided into sections. The first mile of the project, N 145th to N 165th Streets, was completed in 2007. The total cost for this segment of the project was approximately \$27 Million, with 89% of the funding coming from federal, state and county grants and 11% from money set aside by the City for the project.

The City performed environmental review under the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) simultaneously for the second and third miles of the project (N 165th to N 205th Streets). Upon completion of the environmental review process, design and right-of-way acquisition work began for the second mile (N 165th to N 185th Streets). Construction of the second mile was substantially completed in late summer 2011. In January 2011, construction began on the next seven blocks (N 185th – N 192nd Streets) with completion scheduled for early 2012. The remainder of the project is scheduled for completion in 2014.

- b. **Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Transit Agencies

The City of Shoreline is served by three transit agencies: Metro Transit, Community Transit, and Sound Transit. Metro Transit provides transit service primarily in King County. Just to the north of Shoreline, Community Transit services most of Snohomish County, with several routes terminating or passing through Shoreline at the Aurora Village Transit Center. Both Metro Transit and Community Transit provide park and ride lots, vanpools, paratransit, Dial-A-Ride Transportation (DART), and local and commuter express bus service throughout their primary service areas and to major centers. However, due to their service jurisdictions, transit users along the Aurora Avenue Corridor who cross the county line need to make a transfer between service providers.

Sound Transit is the regional transit agency for the Puget Sound region and provides express bus, commuter rail and light rail service. Sound Transit provides limited, all-day express bus service in Shoreline with service to Seattle, Lynnwood, and Everett. Two express bus routes serve the I-5/NE 145th freeway station, which serves the North Jackson Park and Ride lot located within the City. Sound Transit's Sounder commuter rail between Seattle and Everett operates along the City's shoreline but does not have any stations within the City limits. Light rail service in King County began in 2009 and is limited to service from downtown Seattle to Sea-Tac Airport.

Service

Twenty six bus routes operate in the City of Shoreline. Five additional Metro Transit routes skirt the City's southeastern border along Lake City Way, three Metro Transit routes operate along short portions of N/NE 145th Street at the City's southern boundary and one additional Metro Transit route terminates at the Park and Ride facility at I-5 and NE 145th Street. Additionally, Metro Transit operates one custom route to Evergreen School at Meridian Avenue N and N 152nd Street. Twelve out of the 26 routes located in Shoreline operate only during peak periods. The remaining routes are offered throughout the day. All of the Metro Transit and Sound Transit routes with all day service operate seven days a week. Community Transit routes with all day service operate Monday through Saturday. Community Transit does not provide any Sunday service. Metro Transit provides the majority of the service in the City, with 29 fixed routes operating in the Shoreline area

Transit services in Shoreline can be aggregated into the following categories:

Community: These routes provide local access within the City. Currently, there are no bus routes that exclusively serve the City of Shoreline. However, as part of their overall service, several routes connect Shoreline neighborhoods together including: 330, 331, 346, 347, 348, and 358.

Inter-community: These routes connect communities with neighboring areas such as Mountlake Terrace, Lake City, Lake Forest Park and Kenmore. Routes include Metro: 330 and 331; Community Transit: 131.

Regional: These connect Shoreline to urban centers or outside of the county, including: Northgate, Downtown Seattle, University District, Bellevue, Renton, Lynnwood and Everett. Routes include Metro 5, 77, 242, 301, 303, 304, 308, 316, 342, 345, 346, 347, 348, 355, 358, and 373; Community Transit Swift, 101, 118, 130 and 416; and Sound Transit 510 and 511. Sound Transit Routes 510 and 511 do not serve Shoreline during the peak period in the peak direction.

- c. **How many parking spaces would the completed project have? How many would the project eliminate?**
- Not applicable.
- d. **Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

Over the next twenty years, the City of Shoreline is anticipated to add approximately 5,000 new households and generate 5,000 new jobs. The Washington State Growth Management Act (GMA) requires local jurisdictions to identify facility and service needs that are based on level of service (LOS) standards for all arterials and transit routes and can accommodate anticipated levels of growth. LOS standards are used to judge the performance of the transportation system. The GMA further requires that the transportation element of a city's comprehensive plan include specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard. The relationship between LOS standards, funding needs to accommodate increased travel, and land use assumptions is referred to as "concurrency".

Concurrency is balanced when growth is matched with needed facilities. If any of the features is unbalanced, one of the following three actions must be taken:

- Reduce growth by denying or delaying land use permit applications
- Increase funding for new facilities
- Change the level of service standard

Transportation concurrency requires adequate transportation facilities to be available concurrent with private development. Development is not allowed if it causes the LOS on transportation facilities to fall below standards adopted in the comprehensive plan. In the case of transportation facilities, the GMA defines "concurrent with development" to mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

As detailed in Chapter 8 (Concurrency) of the TMP, the City has established LOS D as its standard for allowing future growth, and created a list of future roadway improvement projects to accommodate said level of growth. Using the City's traffic model and the criteria in TMP Chapter 8 established to identify intersection improvements, the City has identified the following projects that will improve capacity and mitigate the impacts of forecasted growth:

1. Addition of a two-way left turn lane and traffic calming measures on Meridian Avenue N from N 145th Street to N 205th Street
2. Intersection improvements at N 185th Street and Meridian Avenue N
3. Addition of a two-way left turn lane on NE 175th Street from Stone Avenue N to Meridian Avenue N
4. Intersection improvements at N 175th Street and Meridian Avenue N
5. Extension of left turn pockets on N 175th Street between Meridian Avenue N and the I-5 on/off ramps
6. Intersection improvements at NE 175th Street and 15th Avenue NE
7. Addition of a two-way left turn lane on NE 185th Street from 1st Avenue NE to 7th Avenue NE

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

The proposal is a non-project action that would adopt the Transportation Master Plan. Sound Transit currently provides commuter rail (Sounder) service that runs through, but does not stop, in the City of Shoreline. The nearest station is approximately two miles north of the city in Edmonds. The owners of the Point Wells property just north of the City's Richmond Beach Neighborhood have proposed including a new Sounder station on their property, but such a station is not currently planned by Sound Transit.

Sound Transit also operates light rail service in the Seattle area. Service began in 2009, running from downtown Seattle to Sea-Tac Airport. Construction is currently underway to extend the light rail line north to the University of Washington, with service scheduled to open in 2016. In 2008, voters in King, Snohomish, and Pierce counties approved a funding package that included expansion of the light rail system north, south and east of the existing line. As part of this plan, Sound Transit will continue the line north through Seattle and then along I-5 to Lynnwood, with two stops planned in Shoreline at NE 145th Street and NE 185th Street. Sound Transit is currently evaluating alternatives to the I-5 alignment, including service along Aurora Avenue N. Service to Northgate and Lynnwood is scheduled to begin in 2021 and 2023, respectively.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The proposal is a non-project action to adopt the City's Transportation Master Plan (TMP).

Existing Traffic Volumes

The pattern of daily traffic volumes reflects the street classifications in Shoreline, and can be seen in Figure 2. The highest volumes of traffic are observed on state highways, which are principal arterials. Based on 2010 traffic volumes, Aurora Avenue N has the highest overall 24-hour average daily traffic for any facility in Shoreline, with the exception of I-5 and a small section of SR 104 approaching I-5. The average weekday traffic volumes (and PM peak hour trip volumes) for Aurora Avenue N in 2010 ranged from 31,800 daily (and 967 PM peak hour) trips N 205th Street to 37,900 daily (and 1,800 PM peak hour trips) in the vicinity of N 160th Street. SR 104 near the I-5 interchange had daily traffic volumes in excess of 52,000. In the northeast section of the City, daily traffic volumes on SR 104 are approximately 23,000. Traffic volumes along SR 523 range from 24,500 to 31,800 daily trips. Other principal arterials that have significant traffic but are not state routes include 15th Avenue NE, Meridian Avenue N, NW Richmond Beach Road, N 205th Street, N 185th Street, N/NE 175th Street, N/NE 155th Street and Westminster Way N.

Projected Traffic Volumes

As part of the 2011 TMP Update, the City of Shoreline hired DKS Associates to develop a new traffic model to help estimate potential vehicular traffic impacts associated with projected growth in the City over the next twenty years. The traffic model takes into account existing traffic levels (2008 traffic counts) in the City, and projects future traffic impacts based on the City's expected long-term (2030) growth projections, dividing the City into 141 transportation analysis zones (TAZ's) through which the growth is distributed. The growth assumptions in the model are consistent with the City's overall growth targets over the next twenty years (5,000 new housing units and 5,000 new jobs). In general, 2030 growth assumptions in the TOD Enhanced model are localized around the proposed Light Rail stations along Interstate 5 at N 145th and N 185th Streets and along major transit corridors, such as the Town Center Subarea.

In most parts of the City, PM peak hour trips are anticipated to increase, with areas along Aurora Avenue N increasing by up to 700 trips between the years 2008 and 2030. However, as discussed in section B(14)(d), with the implementation of the improvement projects discussed in the TMP, all intersections will continue to operate at an acceptable level of service (LOS D).

- g. Proposed measures to reduce or control transportation impacts, if any.**

The Transportation Master Plan proposes measures to reduce and control transportation impacts, such as the enhanced safety programs, pedestrian improvements, transit improvements, bicycle improvements and transportation demand management (TDM) strategies.

15. **Public Services**

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

Indirectly, the update to the City's TMP (and subsequent Comprehensive Plan) will result in additional growth that will require the need for additional public services. However, public service and utility providers are required to coordinate with the City to ensure that they provide adequate service based on existing and anticipated growth in the City.

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

Not applicable.

16. **Utilities**

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

Portions of the city are served by all utilities customary within urban areas.

- 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.**

Not applicable.

C. **Prepared by:**

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Telephone Number: 206-801-2554

Date Submitted: September 28, 2011.....

**D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS
(Do not use this sheet for project 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?**

The proposal is for the adoption of a citywide Transportation Master Plan and accompanying amendments to the Development Code and Comprehensive Plan. Transportation improvement projects and indirect activities of general growth and urbanization contribute to increased air emissions and increased amounts of impervious surfaces and increased loadings of potential pollutants entering the ground or surface water. Increased development, traffic and increased impervious surfaces could increase the amount of run-off.

Proposed measures to avoid or reduce such increases are:

The Transportation Plan covers all forms of personal travel – walking, bicycling, bus and automobile. Goals and policies support walking, bicycling and transit to reduce the potential impacts of transportation. Transportation-related development projects will be subject and conditioned approval per Shoreline Municipal Code (SMC).

Other future development proposals will be evaluated and subject to City regulations and standards.

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

The City's plan is intended to create a vision for transportation that supports and supplements the City's Comprehensive Plan. The Comprehensive Plan provides goals and policies to protect plants, animals, fish and marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

The environmental regulations of the Shoreline Municipal Code (SMC) and the Shoreline Master Program (SMP) work together to protect plants, animals, fish and marine life.

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

Demands for energy and natural resources will increase along with population growth and associated development irrespective of the subject proposal to adopt this master plan.

Proposed measures to protect or conserve energy and natural resources are:

Concentration of development under these Comprehensive Plan policies will enable existing infrastructure to be more intensely and efficiently utilized. Public transportation bicycles, and pedestrian improvements are also promoted by TMP policies. The traffic model used in the TMP assumes the majority of development will occur along transit corridors and near future light rail stations.

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?

No direct impacts to environmentally sensitive areas or areas designated (or eligible or under study) for government protection are expected as a result of this non-project action.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Project review will be initiated with more thorough application procedures and requirements including pre-application meetings. This will enable the City and applicants to identify potential issue areas and site design considerations early in the project formulation stage so that appropriate mitigation or avoidance measures can be built into the applications.

The proposal to adopt this master plan is consistent with the requirements of the Growth Management Act, which supports conservation and protection of parks, unique natural areas, threatened or endangered species habitat, historic or cultural sites, and environmentally critical areas.

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?

No direct impacts to land and shoreline use are expected as a result of this non-project action. The Transportation Master Plan has been developed to support and supplement the update to the City's Comprehensive Plan.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Future development will be evaluated for impacts and must be consistent with the City of Shoreline Comprehensive Plan, Shoreline Master Program, the Growth Management Act, and regulatory reform legislation. Measures to avoid or reduce shoreline and land use impacts are embodied in the policies and development regulations of the Shoreline Municipal Code (SMC).

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

The proposal to adopt this master plan contains policies to ensure the provision of public services and facilities is concurrent with anticipated development, as required by state law.

Proposed measures to reduce or respond to such demand(s) are:

Not applicable.

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

The TMP is intended to be consistent with local, state, and federal laws and requirements for protection of the environment. It is consistent with City of Shoreline Comprehensive Plan, Municipal Code, and all other regulatory guidelines.