

Appendix

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145th Street Station Subarea Planned Action FINAL ENVIRONMENTAL IMPACT STATEMENT

Appendix

145th Street Station Subarea Planned Action Final Environmental Impact Statement

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Acronyms

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ADU	Accessory Dwelling Unit
AMI	Area Median Income
BMP	Best Management Practices
BAT	Bus Access and Transit
BRT	Bus Rapid Transit
BTU	British Thermal Unit
CB	Community Business (Existing Zoning Category)
cfs	Cubic Feet per Second
CIP	Capital Improvement Program
CPPs	Countywide Planning Policies (King County)
CPTED	Crime Prevention through Environmental Design
CRA	Community Renewal Areas
DEIS	Draft Environmental Impact Statement
DNS	Determination of Nonsignificance
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
EIS	Environmental Impact Statement
EPF	Essential Public Facilities
ERU	Equivalent Residential Unit (or REU)
FAR	Floor Area Ratio

FEIS	Final Environmental Impact Statement
FSS	Fire Suppression System
GIS	Geographic Information System
GMA	Growth Management Act
GMPC	Growth Management Planning Council
gpd	Gallons per Day
gpm	Gallons per Minute
HOV	High Occupancy Vehicle
IPCC	International Panel on Climate Change
ITE	Institute of Transportation Engineers
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development or Local Improvement District (depending on context)
LOS	Level of Service
MDD	Maximum Daily Demand
MG	Million Gallons
mgd	Million Gallons per Day
MRSC	Municipal Research and Services Center of Washington
MUP	Master Use Permit (Potential New Zoning Category)
MUR	Multi-Residential (Potential New Zoning Category)
MUTCD	Manual on Uniform Traffic Control Devices
MOU	Memorandum of Understanding
NACTO	National Association of City Transportation Officials
NB	Neighborhood Business (Existing Zoning Category)
NPDES	National Pollutant Discharge Elimination System

PCD	Planning & Community Development	TIP	Transportation Improvement Plan
PROS	Parks, Recreation, and Open Space Plan	TOC	Transit-Oriented Communities
PSE	Puget Sound Energy	TOD	Transit-Oriented Development
PSRC	Puget Sound Regional Council	TDR	Transfer of Development Rights
PTE	Property Tax Exemption	TMP	Transportation Master Plan
R-6	Residential, 6 Units per Acre (Existing Zoning Category)	VoIP	Voice over Internet Protocol
R-8	Residential, 8 Units per Acre (Existing Zoning Category)	VMT	Vehicle Miles Traveled
R-12	Residential, 12 Units per Acre (Existing Zoning Category)	WAC	Washington Administrative Code
R-18	Residential, 18 Units per Acre (Existing Zoning Category)	WSDOT	Washington State Department of Transportation
R-24	Residential, 24 Units per Acre (Existing Zoning Category)		
R-48	Residential, 48 Units per Acre (Existing Zoning Category)		
RCW	Revised Code of Washington		
RWD	Ronald Wastewater District		
SCL	Seattle City Light		
SEPA	State Environmental Policy Act		
SMC	Shoreline Municipal Code		
SOV	Single occupant vehicle		
SPU	Seattle Public Utilities		
SWD	Shoreline Water District		
SWM	Surface Water or Stormwater Management		
SWMP	Surface Water or Stormwater Management Plan		
SWPPP	Surface Water Pollution Protection Plan		
ST	Sound Transit		
TC	Town Center (Existing Zoning Categories: TC-1, TC-2, TC-3, or TC-4)		
TDM	Transportation Demand Management		

Glossary

Many of the definitions of terms in this glossary are from the City of Shoreline Comprehensive Plan. Some definitions have been adapted and edited slightly to focus on specific relationship to the 145th Street Station Subarea Planned Action Environmental Impact Statement. If definitions are not from the Comprehensive Plan, the source is listed. These definitions are for reference purposes to assist the review of the previous DEIS and this FEIS. These definitions are not intended to be used for regulatory purposes.

Absorption

In a real estate development context, absorption refers to the amount of increase in occupied commercial space or residential units that occurs in a given market area over a specified time period. Negative absorption means vacancies are occurring faster than new occupancies.

Access Time

The time required to walk, bicycle, or drive from the origin of the trip (for example, from home) to a (boarding) transit stop, plus the waiting time based on the frequency of transit service, and/or the transfer time and the walking or driving time from the transit (de-boarding) stop to the destination. For automobile trips, it is the time required to walk to and from parking places, and delays within parking facilities, if any.

Accessibility

Related to transportation: the ease by which an individual can reach desired activities in any location by use of the transportation system. Accessibility is also a frequent term used in conjunction with Americans with Disabilities Act (ADA) considerations. Calling a public facility “accessible” typically means it complies with ADA standards.

Accessory Dwelling Unit (ADU)

A separate, complete dwelling unit attached to or contained within the structure of the primary dwelling, or contained within a separate structure that is accessory to the primary dwelling unit on the premises.

Adequate Public Facilities

Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums. *Source: Washington State Growth Management Act definitions*

Affordable Housing

Housing that is affordable for a family which earns 80 percent or below of the area median income (AMI). Housing costs, including utility costs, must comprise no more than 30 percent of gross family income in order to be considered affordable. For example, the 2011 AMI for Shoreline was \$66,476. Therefore, a household with that income would be making 100 percent of median; a household that made 50% of that amount (\$33,238) would be classified at 50 percent AMI; a family making 30 percent of that amount (\$19,943) would be classified at 30% AMI. Families who pay more than 30 percent of their income for housing are considered “cost-burdened” and may have difficulty affording necessities such as food, clothing, transportation, and medical care.

Alighting

Term describing the departure of passengers from a bus or transit vehicle. *Source: Lynnwood Link Extension DEIS*

Alignment

Horizontal geometric elements, which define the location of the light rail track or roadway. *Source: Lynnwood Link Extension DEIS*

Allowed Densities

Allowed densities mean that the density, expressed in dwelling units per acre, allowed under a county's or city's development regulations when considering the combined effects of all applicable development

regulations. *Source: Washington State Growth Management Act definitions*

Alternatives

State Environmental Policy Act (SEPA) rules mandate consideration of a range of reasonable alternatives that could feasibly attain the proposal's objective, and that are within a jurisdictional agency's authority to control. Alternatives are possible options or scenarios studied in an environmental impact statement. *Source: Adapted from the SEPA Handbook, Washington State Department of Ecology*

Amenity Zone

Area adjacent to the street curb where a variety of elements may be located, such as street trees, landscaping, furnishings (benches, trash receptacles, etc.), utility poles, light poles, signs, and other features. This area can vary in width but generally should be a minimum of 4 feet wide.

Arterial

A major thoroughfare used mainly for through traffic rather than access to adjacent property. Arterials generally have greater traffic-carrying capacity than collector or local streets and are designed for continuously moving traffic. *Source: Lynnwood Link Extension DEIS*

Average Daily Traffic (ADT)

The total volume of traffic during a given time period divided by the number of days in that time period, representative of average traffic in a one-day time period. *Source: Lynnwood Link Extension DEIS*

Best Management Practices (BMPs)

Defined by the Washington State Department of Ecology as physical, structural, and/or managerial practices that, when used singly or in combination, prevent or reduce pollution of water. Types of BMPs include source control, runoff treatment, streambank erosion control, and other activities.

Bike Lane

A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists. A bike lane is distinguished from a cycle track in that it has no physical barrier (medians, raised curbs, etc.) that restricts the encroachment of motorized traffic. Conventional bike lanes run curbside when no parking is present, adjacent to parked cars on the right-hand side of the street or on the left-hand side of the street in specific situations. Bike lanes typically run in the same direction of traffic, though they may be configured in the contra-flow direction on low-traffic corridors necessary for the connectivity of a particular bicycle route. *Source: National Association of City Transportation Officials (NACTO)*

Bike-Shed/Bicycle-Shed Analysis

Similar to a "walk-shed" analysis, a bike-shed or bicycle-shed analysis evaluates the amount of time it takes people to bicycle to and from a high-capacity transit station or other origin/destination within a planning area (such as a station area/subarea). For example, a bike-shed analysis might show routes that could be traveled within 15 minutes to/from the station within a defined geographic area or travel shed. A typical speed of travel would be assumed for travel ways, usually 7 miles per hour for bicycle travel in urban areas. The analysis also typically includes time periods of delay at intersections and crossings. *Source: Otak, Inc.*

Bioretention Facility

A shallow landscaped depression with an engineered soil mix designed to filter runoff from a small contributing area, which can be in the form of a swale or cell; also often referred to as a rain garden. *Source: Lynnwood Link Extension DEIS*

Boarding

Term describing the arrival of passengers onto a bus or transit vehicle. *Source: Lynnwood Link Extension DEIS*

Build-Out

Hypothetical development of all parcels to the maximum extent allowed under zoning.

Buffer

In a general planning context: transitional land uses of intermediate or low development intensity, open spaces, landscaped areas, fences, walls, berms or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances. In an ecological context: a designated area contiguous to a critical area intended to protect the critical area or protect people and property from a hazard associated with the critical area.

Bus Rapid Transit

Bus rapid transit (BRT) is a term applied to public transportation systems using buses with enhanced amenities and with systems that provide faster, more efficient service than an ordinary bus line. Often this is achieved by making improvements to existing infrastructure, vehicles, and scheduling.

Capital Facilities

Structures, improvements, equipment, or other major assets, including land, which are provided by and for public purposes and services.

Capital Improvement Program/Plan (CIP)

Allocation of funds from various revenue sources for the development of capital facilities: to build needed roadways; to protect investment in existing buildings; to protect the health of citizens; to enhance the management of natural resources; to provide necessary capital resources for law, safety, and justice system; and to improve cultural and recreational opportunities for Shoreline citizens. Shoreline's CIP is a multi-year plan for capital expenditures needed to restore, improve, and expand infrastructure, which includes roads, sidewalks, trails, drainage, parks, and buildings owned and/or maintained by the City. The CIP details the work to be done for each project and an expected timeframe for completion. The CIP typically has a short-range planning horizon, six

years for example. The CIP identifies projects and equipment purchases to be made, provides a planning schedule, and identifies options for financing the plan.

Carbon Emissions/Greenhouse Gas Emissions

Carbon emissions are a type of greenhouse gas emitted into the atmosphere produced by vehicles and industrial processes. *Source: Web Dictionary*

Channelization

The use of traffic markings or islands to direct traffic into certain paths; for example, a "channelized" intersection directs portions of traffic into a left turn lane through the use of roadway islands or striping that separates the turn lane from traffic going straight. *Source: Lynnwood Link Extension DEIS*

Circulation

The free movement or passage of a vehicle, pedestrian, bicycle, or other transportation mode through a given area. *Source: Lynnwood Link Extension DEIS*

Clustering/Cluster Development

Land development, such as in a subdivision that reduces the individual lot areas to create permanent open space or a reserve for future development while maintaining the overall zoned residential density; also may include clustering of buildings in a more compact area on one larger parcel to preserve open space on the site.

Commute Trip

A trip made from an employee's residence to a work site with a regularly scheduled weekday arrival time of 6:00 a.m. to 9:00 a.m.

Commute Trip Reduction Act

State legislation enacted in 1991 and incorporated into the Washington Clean Air Act. The law establishes goals for the reduction of commute trip vehicle miles traveled by the employees of large employers.

Complete Streets

Complete Streets are designed and operated to enable safe access for all users and all modes.

Comprehensive Plan

The Growth Management Act (GMA) requires certain cities and counties of Washington State to adopt comprehensive land use plans. A comprehensive plan is a generalized, coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to the GMA. A comprehensive plan consists of a map or maps, and descriptive text covering objectives, principles, and standards. Each comprehensive plan includes goals and policies for land use, housing, capital facilities, utilities, transportation, and the natural environment. Optional components include elements relating to economic development, community design, conservation, solar energy, recreation, and subarea plans. According to the GMA, the comprehensive plan must provide for adequate capacity to accommodate the city's share of projected regional growth. It must also ensure that planned and financed infrastructure can support planned growth at a locally acceptable level of service.

Concurrency/Concurrency Management System

The Growth Management Act requires jurisdictions to adopt and enforce ordinances that prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made "concurrent" with the development. Concurrent with development means that transportation improvements or strategies are in place at the time of development or that financial commitment is made to complete the improvements or strategies within six years. The Concurrency Management System of King County establishes a process to manage new development based on transportation impacts on levels-of-service and the concurrency of needed improvements or actions. Communities may also establish concurrency for capital facilities, utilities, and other public services.

Conservation Easement

A permanent legal restriction, requirement, or condition placed on the use or management of real property. Conservation easements are put in place by a landowner, but run with the title to the land and transfer to future owners. This tool can be used to preserve open space.

Consistency

Consistency means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Contiguous Development

Development of areas immediately adjacent to one another.

Conveyance System—Drainage

Facilities, both natural and built, that collect, contain, and provide for the flow of surface and storm water from the highest points on the land down to a receiving water. The natural elements of the conveyance system include swales and small drainage courses, streams, rivers, lakes, and wetlands. The built elements of the conveyance system include gutters, ditches, pipes, channels, and most retention/detention facilities.

Coordination

Consultation and cooperation among jurisdictions.

Corner Lot

A lot situated at the intersection of and fronting on two or more public street rights-of-way.

Cottage Housing or Clustered Housing

Detached single-family housing that has the following characteristics: 1) each unit is of a size and function suitable for a single person or small family; 2) each unit has the construction characteristics of a single family house; 3) the density of clustered housing is typically 7 to 14 units per acre but may be up to 18 units per acre or higher depending on the overall parcel size; 4) all units are located on a commonly owned piece

of property and may have shared amenities (i.e. party room, tool shed, garden, orchard, workshop, parking areas); 5) the site is designed with a coherent concept in mind, including: shared functional open space, off-street parking, access within the site and from the site, and consistent landscaping.

Countywide Planning Policies (CPPs)

The Growth Management Act requires that counties, as regional governments within their boundaries, prepare countywide planning policies that establish a countywide framework from which county and city comprehensive plans are to be developed and adopted. This framework is to ensure that city and county comprehensive plans are consistent. The “King County Countywide Planning Policies” were developed and recommended by the Growth Management Planning Council to serve as a blueprint for how King County and its cities should grow over the next 20 years. The Metropolitan King County Council adopted these policies in 1992. Since this time, amendments called “Phase II Countywide Planning Policies” have been made to the sections pertaining to affordable housing, economic development, and rural character. The County Council has adopted these Phase II amendments.

Crime Prevention through Environmental Design

Crime Prevention through Environmental Design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts, and focus on the built environment.

Critical Areas

Areas that are ecologically important, generally unsuitable for development, and highly susceptible to negative environmental impacts. Critical areas include: critical aquifer recharge areas, geologically hazardous areas, frequently flooded areas, streams, wetlands, and fish and wildlife habitat conservation areas. These individual critical areas are defined in the Shoreline Municipal Code Title 20 (Development Code).

Cultural Resources

Cultural resources is a term used interchangeably with "lands, sites, and structures, which have historical or archaeological and traditional cultural significance." (See Historic Preservation.)

Culverts

A pipe or concrete box structure that conveys water from open channels, swales, or ditches under a driveway, roadway, fill soil, or surface structure.

Cumulative

Increasing or enlarging by successive addition. Impacts resulting from a series of actions or events that individually would have less effect or no noticeable effect.

Cycle Track

A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed cycle tracks are located to the curbside of the parking (in contrast to bike lanes).

Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public. *Source: National Association of City Transportation Officials (NACTO)*

Density

The number of housing units (also dwelling units) per acre.

Density Incentives/ Bonuses

Additional units exceeding the number of units permitted on a site by zoning (sometimes referred to as “base density”) in exchange for public benefits provided by the developer. King County has incorporated use of density incentives with standard urban subdivision, mobile home park, and multifamily development projects (King County Code, Title 21A).

Development and Redevelopment

An area that is developed as a tract of land with built structures. Redevelopment typically refers to development that converts an older, previously developed area into a new use or development.

District Energy

District energy systems, also called community energy systems, produce electricity, hot water, steam, and/or chilled water at a central plant or series of plants and then distribute the energy through underground pipes and wires to adjacent buildings connecting to the system. Electricity is used to energize lights, appliances, equipment, and machinery, while hot and chilled water and steam are used for space heating and cooling and a variety of commercial and processing needs. From a sustainability standpoint, district energy systems are typically more efficient, less costly, and result in less greenhouse gas emissions than conventional energy systems. *Source: National Energy Center for Sustainable Communities*

Domestic Water System

A domestic water system means any system providing a supply of potable water which is deemed adequate pursuant to RCW [19.27.097](#) for the intended use of a development.

Drainage

Collection, conveyance, containment, and/or discharge of surface and stormwater runoff.

Drainage Basin

A sub-unit of a watershed that is defined by hydrology and topography. An area that drains to common outlet or an identifiable water body, such as a creek, wetland, river, or stream. In King County, 72 drainage basins are contained with 6 major watersheds.

Duplex

A building containing two complete dwelling units. Depending on how they are configured, duplexes are considered single family attached dwellings or multifamily dwellings. Accessory Dwelling Units are not considered duplexes.

Dwelling Unit

A unit that accommodates one household. The unit can be a single-family house, an accessory dwelling unit, or one unit of a duplex, triplex, townhome, apartment building, or condominium. The growth targets in King County are measured in dwelling units.

EcoDistrict

Ecodistricts are neighborhoods or districts with a broad commitment to accelerate neighborhood scale sustainability. EcoDistricts commit to achieving ambitious sustainability performance goals, guiding district investments and community action, and tracking the results over time.

Ecological Function

Physical, chemical, and biological processes or attributes of a species, habitat, or ecosystem. For example, the ecological functions of wetlands include food chain support, water quality maintenance, flood storage, and wildlife habitat.

Environmental Impact Statement

An environmental impact statement (EIS) is a document that includes analysis of probable significant adverse environmental impacts of a proposal, reasonable alternatives, and possible mitigation measures. An EIS is prepared when the lead agency has determined a proposal is likely to result in significant adverse environmental impacts. A draft environmental impact statement (DEIS) is developed and issued for public and agency comment with initial analysis of alternatives and

potential impacts. Then, a final environmental impact statement (FEIS) is developed and issued to respond to comments and address any additional analysis that may be needed. The FEIS documents the decision for the proposed action. *Source: Adapted from the SEPA Handbook and SEPA Glossary of Terms, Washington State Department of Ecology*

Essential Public Facility

Facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities; and in-patient facilities, including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020 (RCW 36.70A.200).

Fair Housing Ordinance

King County's Fair Housing Ordinance prohibits housing discrimination against persons on the basis of race, color, religion, national origin, age, sex, marital status, parental status, use of subsidy (Section 8), sexual orientation, disability or the use of a trained service animal.

Floor Area Ratio (FAR)

A ratio which expresses the relationship between the amount of gross floor area permitted in a structure to the area of the lot on which the structure is located. The FAR is the gross floor area of all buildings and structures on a lot divided by the total area of the site/lot/parcel.

Flow

When used in reference to surface water management, this term refers to the rate of water discharged from a source expressed in cubic feet of water per minute.

Front Yard Setback

The required minimum distance separating a building from the public street right-of-way or the edge of a sidewalk which extends beyond a right-of-way, whichever is closer.

Green Streets

City rights-of-way that are designed to serve as vehicular facilities to provide a citywide system that links parks, open spaces, recreation areas, trails, schools, and shopping areas. Green streets are intended to accommodate bicycle and pedestrian travel with more emphasis on streetscape design, including generous sidewalks separated from the vehicular lanes by landscaping, and wide vehicle lanes or striped bicycle lanes that provide safe bicycle use. Green Streets may also incorporate drainage facilities for improving water quality and landscape treatments designed to enhance or restore natural habitat. They can transform impervious street surfaces into landscaped green spaces that capture stormwater runoff and let water soak into the ground as plants and soil filter pollutants. Green Streets convert stormwater from a waste directed into a pipe, to a resource that replenishes groundwater supplies. Green streets can create attractive streetscapes and urban green spaces, provide natural habitat, and help connect neighborhoods, schools, parks, and business districts.

Growth Management Act (GMA)

In 1990, the Washington State Legislature passed the State Growth Management Act (ESHB 2929). The Act calls for urban counties and cities in the state to develop comprehensive plans to guide growth management decisions for at least the next decade. Amendments to the Act in 1991 require that counties, working with the cities within their boundaries, develop Countywide Planning Policies to provide a common vision of the future to serve as the framework for all comprehensive plans throughout the county.

Growth Management Planning Council (GMPC)

Established by an interlocal agreement, this is a 15-member council of elected officials from Seattle, suburban cities, and King County. The GMPC has been responsible for the preparation and recommendation of the Countywide Planning Policies to the Metropolitan King County Council, which then adopts the policies and sends them to the cities for ratification.

Growth Targets

The Growth Management Act and the Countywide Planning Policies require King County and its cities to plan for a 20-year population and employment growth target for each jurisdiction, based on designation of the Urban Growth Area, Urban Centers, and the criteria of the Countywide Planning Policies.

Habitat

The environments in which organisms normally live; habitat components include food, water, cover (security, breeding, thermal), range, and connectivity.

High-Capacity Transit

A system of public transportation services within an urbanized region operating principally on exclusive rights-of-way; examples include light rail transit or express buses on exclusive bus ways and their supporting services. *Source: Lynnwood Link Extension DEIS*

High Occupancy Vehicle (HOV)

A vehicle containing two or more occupants including carpools, vanpools, and transit vehicles.

Historic Preservation

Historic Preservation is defined in the National Historic Preservation Act of 1966 as identification, evaluation, recordation, documentation, curation, acquisition, protection, management, rehabilitation, restoration, stabilization, maintenance, research, interpretation, conservation, and education and training regarding the foregoing activities or any combination of the foregoing activities. "Lands, sites, and structures, that have historical, archaeological, or traditional cultural significance" are the tangible and material evidence of the human past, aged fifty years or older, and include archaeological sites, historic buildings and structures, districts, landscapes, and objects.

Home Occupation

Any activity carried out for gain by a resident and conducted as a customary, incidental, and accessory use in the resident's dwelling unit.

Household

See "dwelling unit."

Hydrology

Hydrology refers to the properties, distribution, discharge, re-charge, and movement of surface and subsurface water.

Impact Fees

Impact fees are charges assessed by local governments to new development projects that provide the opportunity to recover the costs of providing the public facilities required to serve the new development. Impact fees are only used to fund facilities, such as roads, schools, and parks, that are directly associated with the new development. They may be used to pay the proportionate share of the cost of public facilities that benefit the new development; however, impact fees cannot be used to correct existing deficiencies in public facilities. In Washington, impact fees are authorized for those jurisdictions planning under the Growth Management Act (RCW 82.02.050 - .110), as part of "voluntary agreements" under RCW 82.02.020, and as mitigation for impacts under the State Environmental Policy Act (SEPA - Ch. 43.21C RCW). GMA impact fees are only authorized for: public streets and roads; publicly owned parks, open space, and recreation facilities; school facilities; and fire protection facilities in jurisdictions that are not part of a fire district.

Impervious/Impermeable Surfaces

Impervious or impermeable surfaces are not easily penetrated by water. For instance, paved surfaces are impervious because they are not easily penetrated by rain.

Incentives (Economic Development)

Components of economic development policy that seek to encourage growth in traditionally impoverished or underdeveloped areas. Incentives come in the various policy forms, but traditionally focus on tax incentives and infrastructure improvements. Development Incentives come from various levels of government on the local, state and national level. *Source: Wikipedia*

Infill

Development or redevelopment on properties or groups of properties within or surrounded by existing built-up areas.

Jobs-to-Housing Ratio and Jobs-to-Housing Balance

The jobs-to-housing ratio refers to the ratio of jobs per household across a jurisdiction (city, county, or region). A jobs-to-housing balance is a target set that brings jobs and housing into balance within a specific geographic area. Jobs and housing are “balanced” at approximately 1.5 jobs per household. Jobs-to-housing ratio or balance is “a means to address travel demand by improving accessibility to jobs, as well as to goods, services, and amenities” (PSRC, Vision 2040). Shoreline does not currently meet this target in that there are .72 jobs per household (based on the 2010 census). The creation of new jobs through economic development in Shoreline can help alleviate the mismatch between jobs and housing, reducing commute times and creating more opportunities for residents to work and shop within their own community.

Land Use Map

The official land use map for a comprehensive plan that designates the general location and extent of the uses of land for housing, commerce, industry, open space, public facilities, and other land uses, as required by the Washington State Growth Management Act.

Land Use Pattern/Land Development Pattern

The use, types, and intensity of development; land use/development patterns have a direct relationship to transportation and trip demand, as well as average trip length; therefore, land use patterns also have a direct affect on energy consumption. *Source: Adapted from Lynnwood Link Extension DEIS*

Lead Agency

Under SEPA, the lead agency is responsible for completing the environmental review of a proposal and issuing the necessary SEPA documents, so that all permitting agencies can make informed

decisions. *Source: SEPA Glossary of Terms, Washington State Department of Ecology*

Leadership in Energy and Environmental Design (LEED)

Leadership in Energy and Environmental Design (LEED) consists of a suite of rating systems developed by the United States Green Building Council (USGBC) for the design, construction and operation of high-performance green buildings, homes, and neighborhoods.

Level of Service

Level of Service (LOS) is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard. Under the Washington State Growth Management Act, LOS means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Level of service standards are synonymous with locally established minimum standards.

An example would be assigning a certain number of police officers per capita. (For example, in Shoreline, the policy on level of service for police is 0.85 officers per 1,000 residents and a response time of 5 minutes or less to all high priority calls and within 30 minutes to all calls, according to the City of Shoreline Comprehensive Plan, 2012.) LOS standards vary based not only on the type of service being provided but also by the quality of service desired by the community. A community can decide to lower, raise, or maintain the existing levels of service for each type of capital facility and public service provided. This decision will affect both the quality of the service provided, as well as the amount of new investment or facilities that will be needed to serve the community.

Level of Service for Transportation

Transportation level of service (LOS) describes the operational condition of the travel stream and acceptable adequacy requirements. Such standards may be expressed in terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility, and safety. Transportation LOS is often a

qualitative measure, graded A (best) through F (worst), describing the operational conditions of the city's transportation system.

Light Rail Transit

A mode of mass transportation comprising light rail vehicles, which travel on steel tracks and are powered by electricity from overhead wires. This mode is characterized by its ability to operate in at-grade and/or grade-separated environments. *Source: Lynnwood Link Extension DEIS*

Link

The name of Sound Transit's light rail system; may also refer to a segment of a transportation system or roadway.

Living-Wage Jobs

A living wage is a level of income that allows the earner to afford adequate shelter, food, and other necessities for a satisfactory standard of living. Often minimum wages are insufficient to provide for this standard, given local cost of living. Living-wage jobs are capable of supporting a family. For the purposes of the planning in Shoreline, the term means jobs that pay at least 80 percent of the annual average wage of King County in a given year.

Local Improvement District

Local improvement districts (LIDs) can provide a means of assisting benefitting properties in financing needed capital improvements through the formation of special assessment districts. LIDs permit improvements to be financed and paid for over a period of time through assessments on the benefitting properties. *(MRSC Website)*

Low Impact Development

Low Impact Development (LID) describes a design approach to managing stormwater runoff and land development strategy applied at the parcel and subdivision scale. LID emphasizes conservation and use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions. The approach attempts to closely replicate pre-development hydrology of watersheds through infiltrating, filtering, storing,

evaporating, and detaining runoff close to its source. Low impact development may also be called green stormwater infrastructure and low impact side development. Techniques and treatments used include:

- Permeable pavement that allows stormwater to filter through the medium around each paver and down to a system of modular blocks.
- Bio-retention boxes and stormwater planters are landscaped concrete containers that allow stormwater to flow through special filter media, which captures and immobilizes pollutants.
- Green roofs and green walls designed to incorporate living elements, such as climbing plants, into roof structures and retaining walls, not only improve the appearance of the structures, but also soak up runoff.
- Rain gardens are bio-retention areas that are graded and landscaped more informally, mimicking natural processes, and are typically larger than bio-retention boxes and stormwater planters.

Low Income Household

A low income household is at or below the US Department of Health and Human Services poverty guidelines.

Market Forces

Economic factors affecting the price, demand, and availability of a commodity; in relation to subarea planning, market factors will influence the demand for certain types of land uses the plan may propose. *Source: Adapted from Web Dictionary*

Master Development Plan

A plan that establishes site specific development standards for an area designated Campus or Essential Public Facility as defined in the comprehensive plan. Master Development Plans incorporate proposed development, redevelopment, and/or minor expansion of uses as authorized in the Development Code.

Median Household Income

The midpoint between all households with an income above the median and all households with an income below the median.

Mitigation/Mitigation Measures

Mitigation can involve avoiding, minimizing, rectifying (repairing), reducing, eliminating, compensating, or monitoring of environmental impacts. Mitigation measures are the elements proposed to mitigate impacts. *Source: Adapted from the Glossary of SEPA Terminology, Washington DOE*

Mixed Use

A development with combined commercial and residential uses, either in the same building or adjacent buildings.

Mixed Use Residential (MUR)

A proposed new zoning designation under consideration that would apply to the action alternatives analyzed in the DEIS and FEIS. Typical transit-oriented development, mixed use building types would be allowed within MUR-zoned areas. These buildings would typically include active ground floor uses below residential and/or office uses above. MUR-85', MUR-70', MUR-65', MUR-45', and MUR-35' designations are identified for the alternatives studied in the FEIS and represent base building heights of 85 feet, 70 feet, 65 feet, 45 feet, and 35 feet, respectively. Refer to Section 3.1 of this FEIS for descriptions of these zoning classifications and more information. *Source: Otak, Inc.*

Modes of Travel/Multimodal Transportation

Modes of travel include various types of transportation including single-occupant vehicles, transit, carpooling, bicycling, walking, and other modes. Multimodal transportation involves multiple modes within a link, system, or network.

Mode Split

The percentage of total trips by various modes of travel. For example, a mode split objective might call for a minimum of 40 percent of all trips to be made by transit.

Municipal Research and Services Center of Washington

The Municipal Research and Services Center (MSRC) of Washington is a private, non-profit organization based in Seattle, Washington. MSRC's mission is supporting effective local government in Washington through trusted consultation, research, training, and collaboration. Its vision statement is excellence in local government fostering great communities. MRSC serves Washington local governments by providing: (1) dependable advice from a multidisciplinary team of professional consultants; (2) a comprehensive website; (3) access to thousands of sample documents; (4) timely print and electronic newsletters; (5) informative publications; and (6) access to the largest local government library collection in the Northwest.

Multifamily

A building containing two or more complete dwelling units, including units that are located one over the other. Multifamily buildings include duplexes, townhomes, garden apartments, and mid- and high-rise apartments. Accessory Dwelling Units are not considered multifamily housing.

Multimodal Transportation Planning

Multimodal transportation planning refers to decision-making that considers various modes (walking, cycling, automobile, public transit, etc.), and connections among modes so each can fill its optimal role in the overall transport system.

Neighborhood Business Centers

Shopping areas offering convenience goods and services to local residents. They primarily contain retail stores and offices.

Node

In the context of planning and economic development, nodes are often characterized as discrete areas that have compact, mixed use development; access to transit and major arterials; and high quality urban design.

Non-Point Pollution

Pollution which enters any waters of the State from any dispersed land-based or waterbased activities, including but not limited to atmosphere disposition; surface water runoff from agricultural lands, urban areas, or forest lands; subsurface or underground sources, or discharges from boats or marine vessels.

Non-Motorized Transportation

Pedestrian, bicycle, and equestrian travel, and the facilities needed to make it safe and convenient.

Open Space

Public open space includes parks and natural areas. Private open space includes natural areas or designated open space tracts, golf courses, and cemeteries. The Growth Management Act requires cities and counties to identify open space corridors within and between urban growth areas, which include lands useful for recreation, wildlife habitat, trails, and connections between environmentally sensitive areas.

Parcel/Property Aggregation

Several parcels of land grouped together or considered as a whole. In relation to subarea planning, it may be recommended that parcel aggregation occur in order to create larger sites for redevelopment opportunities. *Source: Adapted from Web Dictionary*

Placemaking

Placemaking is a multi-faceted approach to the planning, design, and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well-being. Placemaking is both a process and a philosophy.

Planned Action

A development project for which impacts have been addressed by an Environmental Impact Statement (EIS) associated with a plan for a specific geographic area before individual projects are proposed. A planned action involves detailed SEPA review and preparation of EIS documents in conjunction with sub-area plans. *(MRSC, Municipal Research Services Center of Washington website)*

Planned Action Ordinance

The regulatory instrument for implementing the Planned Action, adopted by the City that identifies the Planned Action area and related growth thresholds, as well as mitigation measures as analyzed in the EIS.

Planned Unit Development (PUD)

A development type that allows more flexibility than found in a standard development. A PUD may contain features such as variety in the type, design, and arrangement or structures; a mix of land uses; conservation of natural land features; and efficient use of open space.

Preferred Alternative

An alternative identified as preferred by the Lead Agency in an EIS, if applicable. Selecting a preferred alternative in an EIS is at the discretion of the Lead Agency, and for the 145th Street Station Subarea Plan FEIS, no preferred alternative is identified. The City of Shoreline will determine the preferred alternative based on outcomes from the FEIS, further deliberations by the Planning Commission and City Council, and additional public comment. Refer to Chapters 1 and 2 for an explanation of the planning and environmental process.

Priority Needs Process

Because community needs (e.g., transportation) exceed funding resources, a priority needs process is created. The process rates each improvement project and assigns it a score. High score projects are funded first.

Public-Private Partnership

A relationship between public and private agencies/entities whereby the parties involved work together on a project--such a project could be

to construct a project (e.g., a capital facility) or to jointly administer a development. A wide range of other types of projects can be entered into by the partnership.

Public Services

Services provided for the public, which can be provided by a variety of public, non-profit, and private entities. For the purposes of analysis of potential impacts in the DEIS and FEIS, the primary focus is on public services provided by public entities, such as school districts, municipal or district parks and recreation, police, and other agencies. "Public service obligations" means obligations imposed by law on utilities to furnish facilities and supply service to all who may apply for and be reasonably entitled to service.

Public Spaces

Those public and private lands designed for public use and gatherings, such as parks, plazas, walkways, and sidewalks.

Puget Sound Regional Council (PSRC)

The designated metropolitan planning organization for Shoreline, responsible for regional growth management and transportation planning in the four-county region that includes King, Pierce, Snohomish, and Kitsap Counties. PSRC's General Assembly includes mayors, county executives, and council and commission members from the four counties. The Council also includes as members the ports of Everett, Seattle, and Tacoma; the State Department of Transportation; and the Transportation Commission. The PSRC prepares Multi-county Planning Policies for the four-county region.

Rain Garden

Planted depressions that allow rainwater runoff from impervious areas, like roofs, driveways, walkways, parking lots, and compacted lawn areas the opportunity to be absorbed. This reduces rain runoff by allowing stormwater to soak into the ground (as opposed to flowing into storm drains and surface waters which causes erosion, water pollution, flooding, and diminished groundwater). They can be designed for specific soils and climates. The purpose of a rain garden is to improve

water quality in nearby bodies of water. Rain gardens can cut down on the amount of pollution reaching creeks and streams by up to 30 percent. *Source: Wikipedia*

Regional Detention Facility

A stormwater quantity control structure designed to correct the existing excess surface water runoff problems of a basin or sub-basin.

Neighborhood Traffic Safety Program

A program created by the City of Shoreline to help address safety concerns on residential streets stemming from higher-speed cut-through traffic. The program includes enhanced enforcement and education along with engineering solutions such as traffic calming (speed humps, traffic circles, narrowed lanes, etc.).

Retail Sales Leakage

While Shoreline is home to many retail establishments, residents often leave the city to shop. Retail "sales leakage" refers to a deficit in sales made in the city compared with the amount of spending on retail goods by Shoreline residents. Refer to Section 3.2 of the FEIS for more information.

Retention/Detention Facility (R/D)

A type of drainage facility designed either to hold water for a considerable length of time and then release it by evaporation, plant transpiration, and/or infiltration into the ground; or to hold surface and stormwater runoff for a short period of time, and then release it to the surface and stormwater management system.

Rezone

A change to the zoning classification of a current parcel or area, accomplished according to City regulations and through a public review process.

Runoff

Waste water originating from rainfall and other precipitation and found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, and wetlands, as well as shallow groundwater.

Sanitary Sewer Systems

A variety of systems with facilities that are used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste. These also can include approved on-site disposal facilities, but these are only considered sanitary sewer systems if they are designed to serve urban densities.

Scoping

Scoping is the initial step in the Environmental Impact Statement (EIS) process. The purpose of scoping is to narrow the focus of the EIS to significant environmental issues, to eliminate insignificant impacts from detailed study, and to identify alternatives to be analyzed in the EIS. Scoping also provides notice to the public, interested agencies, tribes, and others that an EIS is being prepared, and initiates their involvement in the process. Source: *SEPA handbook, Washington Department of Ecology*

Scoping Notice

During the process of Scoping, the Lead Agency issues a Scoping Notice, which is published for public notification and states the Lead Agency's determination of significance and intent to complete an EIS.

Sharrows

A sharrow is a shared lane markings used to indicate a shared lane environment for bicycles and automobiles. Shared lane markings reinforce the legitimacy of bicycle traffic on the street and recommend proper bicycle positioning. A shared lane marking is not a facility type; it is a pavement marking. Sharrows:

- Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle;

- Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane;
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way;
- Encourage safe passing of bicyclists by motorists; and
- Reduce the incidence of wrong-way bicycling.

Source: *National Association of City Transportation Officials (NACT) and Manual on Uniform Traffic Control Devices (MUTCD)*

Shoreline Municipal Code

The Shoreline Municipal Code (SMC) contains all laws adopted by the City of Shoreline. This document includes or incorporates by reference all regulations, rules, and procedures pertaining to the entire range of City responsibilities and initiatives. Chapters of the SMC relating to planning include: Land Use and Development, Subdivisions, Building and Construction, Environment, Vehicles and Traffic, Streets, Sidewalks, and Public Places.

Significant Unavoidable Adverse Impact

A reasonable likelihood of more than a moderate adverse impact on the environment. As used in the State Environmental Policy Act (SEPA), "significance" involves context and intensity and does not lend itself to a formula or quantifiable text. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred.

Single Family Attached Housing

One dwelling unit that is attached to at least one other dwelling unit by common or abutting walls, with each dwelling unit located on a separate (fee simple) lot or on a common parcel. Examples could include duplexes, triplexes, or townhomes.

Single Family Detached Housing

A building containing one dwelling unit that is not attached to any other dwelling by any means and is typically located on a separate (fee simple) lot surrounded by a private yard. Includes manufactured homes.

Slope

The inclination of the land surface from the horizontal plane—percentage of slope is the vertical distance divided by the horizontal distance, multiplied by 100. Slope is also measured in degrees (90 degrees being vertical) or as a ratio. A 100 percent slope would be 45 degrees or a 1:1 ratio.

Solid Waste Management/Solid Waste Handling Facility

Management includes transfer, recycling, disposal, preparation for reuse, composting, and other means of treating solid waste materials disposed by the community; solid waste handling facilities are for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Sound Transit (ST)

State legislation of 1992 allowed the creation of Regional Transit Authority (RTA), as an agency in King, Snohomish, and Pierce Counties. The RTA was formed in 1993 and renamed to Sound Transit in 1999. Its Board is made up of local elected officials from the three counties and the State Department of Transportation Secretary. ST has the responsibility to collect and distribute new tax revenues for regional rail transit, and to build and operate a regional rail transit system. ST also distributes funds to local transit agencies to provide feeder services for the rail system. Its funding depends on local voter approval of a regional high-capacity transit plan and funding.

State Environmental Policy Act (SEPA)/SEPA Rules

An act of legislation adopted by the State of Washington and defined in the Revised Code of Washington (RCW) [Chapter 43.21C RCW](#). SEPA Rules are described in [Chapter 197-11 of the Washington Administrative Code \(WAC\)](#), and these rules have been rules adopted by the Department of Ecology to implement the Act. Following SEPA

procedures provides a way to identify possible environmental impacts that may result from governmental decisions. These decisions may be related to issuing permits for private projects, constructing public facilities, or adopting regulations, policies, or plans. Information provided during the SEPA review process helps agency decision-makers, applicants, and the public understand how a proposal will affect the environment. This information can be used to change a proposal to reduce likely impacts, or to condition or deny a proposal when adverse environmental impacts are identified. *Source: SEPA website, Washington State Department of Ecology*

Storm Drain/Drainage System

The system of gutters, pipes, streams, or ditches used to carry surface and stormwater from surrounding lands to streams, lakes, or Puget Sound.

Storm Drains

The enclosed conduits that transport surface and stormwater runoff toward points of discharge (sometimes called storm sewers).

Stormwater/Surface Water

Water that is generated by rainfall, and is often routed into drain systems in order to prevent flooding. Also, water originating from rainfall and other precipitation that is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, and wetlands, as well as shallow ground water.

Stormwater/Surface Water Management System

Drainage facilities and any other natural features which collect, store, control, treat, and/or convey surface and stormwater.

Street Functional Classification

A hierarchy of streets based upon the degree to which they provide through movement and land access functions. Categories include principal arterial, minor arterial, collector arterial, and primary and secondary local streets. Certain land use policies and street standards are based on these functional classifications.

Strip Commercial

An area occupied by small and medium sized commercial businesses that are generally organized in a linear fashion along an arterial street.

Study Areas

Defined geographic areas that are the focus of analysis and planning, also sometimes called specific area or subarea planning. In Shoreline, two types of study areas are recognized for light rail station subarea planning:

- **Land Use Study Areas** encompass parcels that may be appropriate for different uses and zoning than previously allowed, based on their proximity to future light rail stations. Land within the study area will be analyzed with regard to appropriate uses, bulk, densities, design and transition standards, and how zoning changes and neighborhood transition may be predictably phased over time.
- **Mobility Study Areas** represent properties and roadways that may be impacted by additional traffic generated by future light rail stations. Land within the study area will be analyzed with regard to enhanced pedestrian and bicycle connectivity to stations. Certain roadways extending beyond the study area boundaries will be analyzed with regard to traffic improvements or calming, and infrastructure for modes of travel that provide an alternative to single-occupancy vehicles.

Subarea

A subarea is a defined geographic area that is the focus of analysis and planning with the specific outcome of a subarea plan. The subarea encompasses both the land use and mobility study areas, and typically may have boundaries that match the broadest overlapping boundaries of these study areas.

Subarea Planning

Subarea plans provide detailed land use plans for local geographic areas. This level of planning brings the policy direction of the comprehensive plan to a smaller geographic area. These plans are meant to implement

the comprehensive plan, and be consistent with City policies, development regulations, and Land Use Map. *Source: Shoreline Comprehensive Plan*

Subdivision

Land that has been divided into legal lots, or the process of dividing land into lots.

Sufficient Land Capacity for Development

The comprehensive plan and development regulations provide for the capacity necessary to accommodate all the growth in population and employment that is allocated to that jurisdiction through the process outlined in the county-wide planning policies, including zoning actions.

Sustainable Development/Triple-Bottom-Line Sustainability

Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability can be evaluated through a “triple-bottom-line approach that incorporates an expanded spectrum of values and criteria for measuring organizational (and societal) success related to social equity (people), the environment (planet), and economic factors (prosperity). There are many definitions of sustainability and sustainable development. All of them emphasize:

- Living within the limits
- Understanding the interconnections among society, environment, and economy
- Equitable distribution of resources and opportunities

Source: Adapted from the Shoreline Comprehensive Plan, 2012 and sustainablemeasures.com

Swale

A shallow natural or constructed drainage feature. Swales are vegetated low-lying areas that can help filter pollutants as they collect, percolate, and/or slow direct stormwater. A swale and berm (raised earthen area) combination can be an attractive and functional landscape feature that helps detain and percolate runoff that would otherwise rush into streets, storm drains, and waterways.

Third Places

Third places are the places in between home and work that people frequent. The term is in the concept of community building, where the “first place” is the home and those that one lives with. The “second place” is the workplace—where people may actually spend most of their time. “Third places” are anchors of community life, and facilitate and foster broader, more creative interaction. All societies already have informal meeting places; what is new in modern times is the intentionality of seeking them out as vital to current societal needs.

Townhouse

A one-family dwelling in a row or configuration of at least three such units, in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls. Townhomes may be located on a separate (fee simple) lot or several units may be located on a common parcel. Townhomes may be considered single-family attached dwellings or multifamily dwellings.

Transfer of Development Rights (TDR)

Permits an owner of real property to sell or exchange the development rights associated with that property to another owner in return for compensation. A program in which the unused portion of a “sending” property’s zoned capacity, expressed as dwelling units per acre or floor area, is transferred to the developer of a “receiving” site who is allowed to add the additional capacity to the zoned limit of that site. TDR’s can be used to prevent the demolition of affordable housing units or to protect sensitive resources, open space, or historical properties. By designating appropriate receiving areas and criteria for sending sites, local governments can meet identified community goals with market mechanisms.

Transit-Oriented Communities

Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas within a walkable, compact neighborhood or subarea surrounding a transit access point. TOCs are designed to maximize access to public transport, and often incorporate features to encourage

transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within ½ mile from a transit stop, as this is considered to be an appropriate scale for pedestrians.

Transit-Oriented Development

Transit-oriented development (TOD) may occur on a site or within a district that is part of a transit-oriented community or neighborhood. TOD is commonly defined as high-density, mixed-use development within walking distance (typically within ¼ to ½ mile) of a transit station. TOD provides a range of benefits including increased transit ridership; reduced regional congestion and pollution; and healthier, more walkable neighborhoods. TODs that provide a mix of both affordable and market-rate housing contribute to a vibrant, livable, walkable environment that encourages transit use and makes it possible to live a high quality of life without complete dependence on a car for mobility or survival. *Source: adapted from transitorienteddevelopment.org and mitod.org*

Transportation Demand Management (TDM) or Demand Management

Strategies for the reduction of automobile trips, particularly trips taken in single-occupant vehicles—TDM encourages public transportation over automobile use. TDM can include policies, programs, and actions implemented to reduce automobile and single-occupant vehicle trips, and to change travel behavior to make more efficient use of existing facilities to meet travel demand. Examples of demand management strategies include:

- (a) Shift demand outside of the peak travel time;
- (b) Shift demand to other modes of transportation;
- (c) Increase the average number of occupants per vehicle;
- (d) Decrease the length of trips; and
- (e) Avoid the need for vehicle trips.

The use of high-occupancy vehicles (public transit, car-pooling, and van-pooling) and spreading travel to less congested time periods through

alternative work hour programs are two specific examples of TDM actions.

Transportation Facilities and Services

Physical assets of the transportation system that are used to provide mobility, including roads, transit, bridges, traffic signals, ramps, buses, bus garages, park and ride lots, and passenger shelters.

Triplex

A building containing three complete dwelling units, each of which has direct access to the outside or to a common hall. Depending on configuration, triplexes may be considered single-family attached dwellings on separate (fee simple) lots, or multifamily dwellings on a common lot.

Truck Route

A roadway, usually a highway or major arterial, which is identified by federal, state, or local governments as an appropriate route for heavy commercial vehicle transport.

Unemployment Rate

The percentage of the civilian labor force that is unemployed and actively seeking employment, based on claims made to the State for Unemployment Insurance.

Universal Design

Universal design is an approach to the design of all products and environments to be as usable as possible by as many people as possible regardless of age, ability, or situation.

Urban Growth Area (UGA)

The Growth Management Act requires King County's Comprehensive Plan to designate an Urban Growth Area (UGA), where most future urban growth and development is to occur to limit urban sprawl, enhance open space, protect rural areas, and more efficiently use human services, transportation, and utilities. The comprehensive plan designates a UGA that includes areas and densities sufficient to permit

the urban growth that is projected to occur in the county for the succeeding 20-year period.

Utilities or Public Utilities

Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, Telecommunications services, and water, and for the disposal of sewage.

Vehicle Miles Traveled (VMT)

A vehicle mile represents one vehicle traveling for one mile. This number is derived by counting the number of cars and the number of miles each car travels over a fixed period of time. This measure is frequently used by transportation planners.

Visioning

A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Walk-Shed or Ped-Shed Analysis

A "walk-shed" or "ped-shed" analysis evaluates the amount of time it takes people to walk to and from a high-capacity transit station other origin/destination (such as a neighborhood center) within a planning area (such as a station area/subarea). For example, a walk-shed analysis might show routes that could be traveled within five and ten minutes to/from a station within a defined geographic area or travel shed. A typical speed of travel would be assumed for travel ways, usually three miles per hour for walking in urban areas. The analysis also typically includes time periods of delay at intersections and crossings. *Source: Otak, Inc.*

Walkability/Walkable Area

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits.

Factors influencing walkability include the presence or absence and quality of sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others. Walkability is an important element of sustainable urban design.

Source: adapted from Wikipedia

Water Reclamation/Water Re-Use

Using treated wastewater in place of drinking water for commercial irrigation and industrial processes.

Watershed

An aggregation of individual drainage basins, a watershed is an area that eventually drains to a larger water body, such as Lake Washington or Puget Sound. The six major watersheds in King County are Cedar River, Green River, Skykomish River, Snoqualmie River, White River, and Puget Sound. These watersheds contain a total of 72 individual drainage basins.

Zoning

The delineation of specific types of land uses through zoning categories and the establishment of regulations governing the use, placement spacing, and size of land and buildings within those categories. Areas of zoning may be called zoning districts.

Zoning Map

The map or maps that delineate a city's adopted zoning, including the boundaries of each zoning category and delineation of zoning districts.

Public and Stakeholder Involvement Information-Links

The City of Shoreline has completed extensive public and stakeholder outreach to support the development of the 145th Street Station Subarea Plan and environmental analysis for the Planned Action. These efforts are summarized in Chapter 1 of this FEIS.

A link to the Public and Stakeholder Involvement Plan for Station Subarea Planning is provided below. In addition, the links below provide access to summarizing documents on the results of specific public/community and stakeholder engagement efforts, as well as other information.

- Public and Stakeholder Involvement Plan:
<http://www.shorelinewa.gov/home/showdocument?id=14595>
- Visioning Workshop Comments:
<http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/visioning-workshop-comments>
- Frequently Asked Questions:
http://cosweb.ci.shoreline.wa.us/uploads/attachments/pds/lightrail/Light_Rail_FAQs.pdf
- Design Dialogue Workshops:
<http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/145th-design-dialogue-workshops>
- Walkshops—145th Station Subarea Walking Tours:
<http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/145th-walking-and-biking-tour>

Scoping Notice

The scoping notice for the 145th Street Station Subarea Planned Action Draft Environmental Impact Statement is provided on the following pages.



Planning & Community Development

17500 Midvale Avenue North
Shoreline, WA 98133-4905
(206) 801-2500 • Fax (206) 801-2788

**SEPA THRESHOLD DETERMINATION OF SIGNIFICANCE (DS) AND SCOPING NOTICE
REQUEST FOR COMMENTS ON SCOPE OF ENVIRONMENTAL IMPACT STATEMENT
(EIS) 145TH STREET LIGHT RAIL STATION SUBAREA PLAN**

Application Name: 145th Street Light Rail Station Subarea Plan
Applicant/Contact: Steven Szafran, AICP
Senior Planner
Planning & Community Development
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133
206-801-2512

Date of Issuance: October 1, 2014

Description of Proposal, and Location: The City of Shoreline proposes to adopt a subarea plan for the area around the future 145th Street light rail station. The 145th Street Light Rail Station Subarea is generally located ½ mile around the proposed light rail station at 145th Street and Interstate 5 within the City of Shoreline. The current land uses within the Subarea are primarily low-density single-family homes designated for Low Density Residential in the City's Comprehensive Plan and zoned Residential – 6 units per acre (R-6). In addition to single-family homes, the area also contains schools, large parks, open space, churches, a senior living facility, and a number of streams and wetlands. The Subarea Plan would enact goals and policies identified in the City's Comprehensive Plan, including changing land use designations and zoning categories to increase development potential around the planned light rail station; creating transition standards; establishing bulk, height, and other development regulations; identifying transportation facilities for transit, pedestrian, and bicycles to support redevelopment; identifying opportunities for active and passive open space requirements; creating affordable housing opportunities and incentives; and assessing utilities and identifying potential deficiencies.

Lead Agency and EIS Required: The City of Shoreline, as lead agency, has determined this proposal is likely to have a significant adverse impact on the environment. An Environmental Impact Statement (EIS) is required under RCW 43.21C.030(2)(c) and will be prepared. The City intends to designate the 145th Street Light Rail Station Subarea Plan as a planned action as defined under WAC 197-11-164 and will prepare a Planned Action EIS. Future projects developing under the Planned Action will not require individual environmental review at the time of permit application if they are consistent with the range of alternatives and mitigation studied in the EIS.

EIS Alternatives: The City intends to study three land use alternatives to be comparatively evaluated in the Planned Action EIS: a No Action Alternative (SEPA required) and two action alternatives. The No Action alternative would assume that the 145th Street Light Rail Station Subarea Plan would not be

adopted and that existing Comprehensive Plan and zoning regulations would remain in place. Preliminarily, the two action alternatives would include variations of the proposal to designate the 145th Street Light Rail Station Subarea for a mix of higher density residential and supportive commercial uses. The first action alternative will evaluate growth along the corridors surrounding the future light rail station. This scenario is called "Connecting Corridors" and showcases both 5th Avenue NE and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and potential redevelopment areas at Fircrest and Aurora Square. Because potential development in this scenario is more spread out, lower density zoning is analyzed in several locations compared to the Compact Community scenario. The second action alternative will evaluate a "Compact Community" growth scenario. This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. The two action alternatives will be developed based upon input from the public, city officials, agencies, consultants, and participants. The City has scheduled a Design Dialogue workshop to be held on October 9, 2014 at Shoreline City Hall Council Chambers for another opportunity for the public to comment on the EIS alternatives. The EIS alternatives are further explained below:

- Alternative 1 – This is the No Action Alternative. The no action alternative will assume that zoning within the Subarea does not change and will evaluate how the Subarea will grow under the current zoning and land use designations. No action does not mean "no change" as densities within the Subarea is expected to increase with the operation of the light rail station. Alternative 1 assumes that parcels in the Subarea will develop to their maximum development potential under the current zoning and that a number of accessory dwelling units will be developed providing increased density.
- Alternative 2 – Connecting Corridors. This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and potential redevelopment areas at Fircrest and Aurora Square. It is a combination of previous versions of maps that emphasized the 5th Avenue and 155th Street corridors individually. Because potential development in this scenario is more spread out, lower density zoning is analyzed in several locations compared to the Compact Community scenario. Staff believes that even though this scenario illustrates potential growth as more spread out than what may be appropriate to adopt as final zoning, studying this alternative with regard to potential impacts and mitigations would provide for a variety of options for future consideration.
- Alternative 3 – Compact Community. This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. It is a hybrid of the "No Corridor Emphasis" zoning scenario presented at the September 15 City Council meeting. Because potential development in this scenario is concentrated, higher density zoning is analyzed in several locations compared to the Connecting Corridors scenario. This scenario illustrates potential growth as possibly more intensive than what may be appropriate to adopt as final zoning, but analyzing higher intensity in the Draft EIS allows for a variety of options for future discussion because Council may not consider potential designations beyond what was analyzed, but may consider something less intensive. Alternative 3 imagines a more compact, mid-rise, higher density land uses surrounding the future light rail station. Building heights of 85 feet are imagined near the station and along the freeway on both the west and east sides. Zoning for four-story buildings will generally act as a buffer between the 85 and 35 foot zoning designations that are anticipated throughout the Subarea.

The EIS Alternatives are located in map form on the City's website:
<http://www.cityofshoreline.com/government/departments/planning-community-development/planning->

[projects/light-rail-station-area-planning/145th-street-station-subarea-planning](#). This page will also list upcoming meetings, events, documents, and revised maps when they become available.

Elements of the Environment to be Addressed: The lead agency has identified the following topic areas for analysis in the Planned Action EIS: Land Use, Housing, Transportation, Streams, Wetlands, Parks and Recreation, and Utilities. The public is asked to provide the City with comments on whether these are the correct and complete list of environmental elements to be analyzed in the DEIS. For more information on reviewing and commenting as part of the scoping process, refer to <http://www.ecy.wa.gov/programs/sepa/citizenGuidance.html>.

EIS Scheduling and Public Process: City staff presented seven maps to the City Council on September 15, 2014 for comment and consideration. The Council discussed the merits of each map and directed staff to consolidate, eliminate, and bring maps back to the Council for further consideration.

September 29, 2014 – Council picks three alternatives to be studied at the Design Dialogue Workshop Part II.

October 1, 2014 – Determination of Significance is issued opening the comment and scoping period for the Draft Environmental Impact Statement.

October 9, 2014 – The Design Dialogue Workshop Part II will take place. The workshop will provide an opportunity for the public, staff, and the consultant to hear comments, provide input, and draft design ideas for the 145th Street Light Rail Station Subarea Plan. The comments received for the 145th Street Light Rail Station Subarea Plan and the scoping comments for the 145th Subarea Draft Environmental Impact Statement will inform topics that are analyzed in the DEIS.

October 31, 2014 – The public comment/scoping period ends.

November 10, 2014 – Council will confirm the three alternatives to be studied in the DEIS.

Scoping Comments: Agencies, affected tribes, and members of the public are invited to comment on the scope of the Planned Action EIS. You may comment on EIS Alternatives, issues that should be evaluated in the EIS, probable significant adverse impacts, mitigation measures, and licenses or other approvals that may be required. The method and deadline for providing scoping comments is:

Written Comments: Provide written comments on the scope of the Planned Action EIS no later than 5:00 p.m. on

October 31, 2014. Comments may be sent to the Lead Agency Contact Person, Steven Szafran, AICP, Senior Planner at the City of Shoreline Planning & Community Development Department, 17500 Midvale Avenue N, Shoreline, WA 98133 or via email at sszafran@shorelinewa.gov.

Scoping Meeting/Design Dialogue Workshop: Written comments on the Determination of Significance and/or scope of the Planned Action EIS may also be submitted at the 145th Street Light Rail Station Subarea Plan Design Dialogue Workshop on Thursday, October 9, 2014, at Shoreline City Hall Council Chambers from 6:30 – 9:00 p.m. Shoreline City Hall is located at 17500 Midvale Avenue N, Shoreline, WA 98133.

RESPONSIBLE OFFICIAL: Rachael Markle, AICP, SEPA Official
Planning & Community Development Director
City of Shoreline
Department of Planning & Community Development

17500 Midvale Avenue N
Shoreline, WA 98133
206-801-2531

SIGNATURE:

Richard Munk Date: 9/25/14

Appeal: There is no administrative appeal of this determination. The SEPA Threshold Determination may be appealed with the decision on the underlying action to superior court. If there is not a statutory time limit in filing a judicial appeal, the appeal must be filed within 21 calendar days following the issuance of the underlying decision in accordance with State Law.

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