

Chapter 1—Environmental Summary

1.1 Introduction

This chapter of the Final Environmental Impact Statement (FEIS) for the 145th Street Station Subarea Plan describes the background, purpose, location of the subarea, and information related to the State Environmental Policy Act (SEPA) process. Refer to Chapter 2 for additional discussion on SEPA. A summary of potential environmental impacts and mitigation measures also is provided. This summary is intentionally brief, and readers should consult individual sections in Chapter 3 of this FEIS for more detailed information concerning the affected environment, analysis of potential impacts, and mitigation measures.

1.2 Changes from the Draft Environmental Impact Statement (Including Analysis of Alternative 4—Compact Community Hybrid and a Phased Approach to Zoning for all Action Alternatives)

1.2.1 Differences between the FEIS and DEIS

This FEIS presents new analysis related to an additional alternative, **Alternative 4—Compact Community Hybrid**. This analysis was not reflected in the Draft Environmental Impact Statement (DEIS) because the City of Shoreline intended to review the analysis of the alternatives in the DEIS, gather public

and agency comments, and then identify any potential additional alternatives for analysis in the FEIS. Alternative 4 was identified as a new alternative to be addressed in the FEIS, and the potential impacts related to Alternative would be within the same thresholds of impacts analyzed in the DEIS for the other action alternatives.

Refer to the next page and Chapter 2 for background behind identifying Alternative 4—Compact Community Hybrid for analysis in this FEIS. Subject matter with the heading “Alternative 4—Compact Community Hybrid” is new in this FEIS and was not included in the DEIS.

This FEIS also examines potential phasing of zoning with specific Phase 1 and Phase 2 boundaries. On May 2, 2016 the Shoreline City Council decided to study the potential to phase zoning for all action alternatives in the FEIS. If phased zoning were to be implemented, Phase 1 could take effect upon adoption of the Subarea Plan (2016) and Phase 2 could take effect in 2033 (ten years after the light rail station is operational).

While a standard growth rate of between 1.5 percent and 2.5 percent is used to calculate impacts at twenty-year and build-out timeframes for all action alternatives, applying a specific boundary for Phase 1 and Phase 2 would influence where growth and change would occur, and as such, this has been addressed in more detail in this FEIS. Refer to the map graphics of the zoning alternatives showing phasing boundaries at the end of Section 3.1 of this FEIS.

Other differences between this FEIS and the DEIS include more information pertaining to critical areas, specifically streams, wetlands, and their buffers, as well as subsurface and geotechnical conditions in the subarea. A more in-depth

assessment of these features was conducted in response to comments received on the DEIS. Refer to Section 3.4 for this additional discussion.

The FEIS also integrates outcomes from the 145th Corridor Study into the analysis, including consideration of the revised bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Street Corridor Study. Elements of the “Green Network” concept included in the DEIS are carried forward in this FEIS with more specific recognition of the Off-Corridor Network and how it might support the subarea plan for rezoning and redevelopment. An illustration of the Off-Corridor Network is available here:

<http://www.shorelinewa.gov/home/showdocument?id=25427>.

This Off-Corridor Network is being analyzed in association with Alternative 4—Compact Community Hybrid to reflect the work of the 145th Street Corridor study, while retaining the Green Network concept of connecting the subarea’s parks and open spaces.

Throughout this FEIS, mitigation measures are being coordinated with Development Code regulations discussed by the Planning Commission. These materials are available at:

<http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>

Some of these regulations deal with new zoning designations that would be implemented as part of the subarea plan, including dimensional, design, and transition standards, and allowed uses. (See 3.1.2 in Chapter 3 for more information about proposed designations). Some regulations deal with incentives for

affordable housing, green building, and other amenities desired by the community.

Much of the information in background and affected environment descriptions in the FEIS remains the same as presented in the DEIS, but has been retained in this document to provide supporting information for the analysis of the new alternative. This also provides the reader with the analytical content all in one document so that there is not a need to reference between the DEIS and FEIS in review.

In the analysis of potential environmental impacts, typically Alternative 1—No Action is analyzed first, followed by discussion about what can be expected over the first twenty years after implementation, with or without phasing. Then Alternative 4—Compact Community Hybrid typically is analyzed, followed by analysis of the other action alternatives (Alternative 3—Compact Community and Alternative 2—Connecting Corridors). The analysis of potential impacts of Alternatives 3, 2, and 1 remains generally the same in this FEIS as presented in the DEIS.

1.2.2 Responses to DEIS Comments

Responses to comments received during the public review period of the DEIS from agencies and members of the public are included in the FEIS, along with responses to comments received on the Addendum to the DEIS published in February 2016. This information is provided in Chapter 4.

1.2.3 FEIS Review Guide—Companion Document to the FEIS

A Review Guide for the FEIS has been created to assist reviewers with finding key areas of analysis and a summary of important

information presented in the FEIS document. This Review Guide is available for download at the same location as the FEIS:

www.shorelinewa.gov/145FEIS.

1.2.4 Background and Overview of Alternatives Analyzed in the DEIS and Development of Alternative 4—Compact Community Hybrid

Development of the action alternatives originally analyzed in the DEIS resulted from an extensive community engagement process that began in spring of 2013 with visioning and continued through the entire development of the subarea plan. Public input was received at multiple community design workshops, which helped to shape the action alternatives analyzed. A summary of all materials and comments from the visioning and design workshops is available under the “Process to Date” heading at <http://www.shorelinewa.gov/145station>.

Figures 1-1 and 1-2 illustrate the subarea planning and alternatives development and analysis process.

Other factors that influenced creation of the potential zoning scenarios analyzed in this FEIS were the Market Assessment authored by Leland Consulting Group (See Chapter 3.1.1), and existing local, regional, and state policies (See Chapter 2).

Based on this background three alternatives (including two action alternatives) were analyzed in the DEIS:

- **Alternative 3—Compact Community** proposes zoning changes and supporting improvements in a compact area

that would focus potential growth within approximately one half mile of the planned light rail station. While this alternative proposes change over less geographic area than Alternative 2, it would result in more density at build-out than both other action alternatives (Alternatives 2 and 4). Potential redevelopment implemented under this alternative would concentrate higher density MUR-85' zoning (maximum base height of 85 feet) close to the planned light rail station with a mix of MUR-35' (maximum height of 35 feet) and MUR-45' (maximum height of 45 feet) within the remainder of the subarea. This alternative does not propose rezoning along the connecting corridors described below that are part of Alternative 2. The Compact Community alternative also depicts the Green Network concept that is described as part of Alternative 2 below.

- **Alternative 2—Connecting Corridors** would emphasize changes in zoning and proposed improvements around the planned light rail station and along the 5th Avenue NE and 155th Street corridors. These connecting corridors extend between the station subarea, commercial districts at 165th Street and 15th Avenue, and Shoreline Place/Aurora Square. Potential redevelopment analyzed in this alternative would be more spread out and would include more area proposed at lower density MUR-35' (maximum height of 35 feet). This alternative also would limit the maximum base density to MUR-65' (maximum base height of 65 feet) in the area surrounding the planned light rail station. Although the proposed zoning under this alternative would affect a broader geographic extent, implementation would result in less density at build-out than Alternative 3—Compact Community.

145th Street Station Subarea Plan Schedule

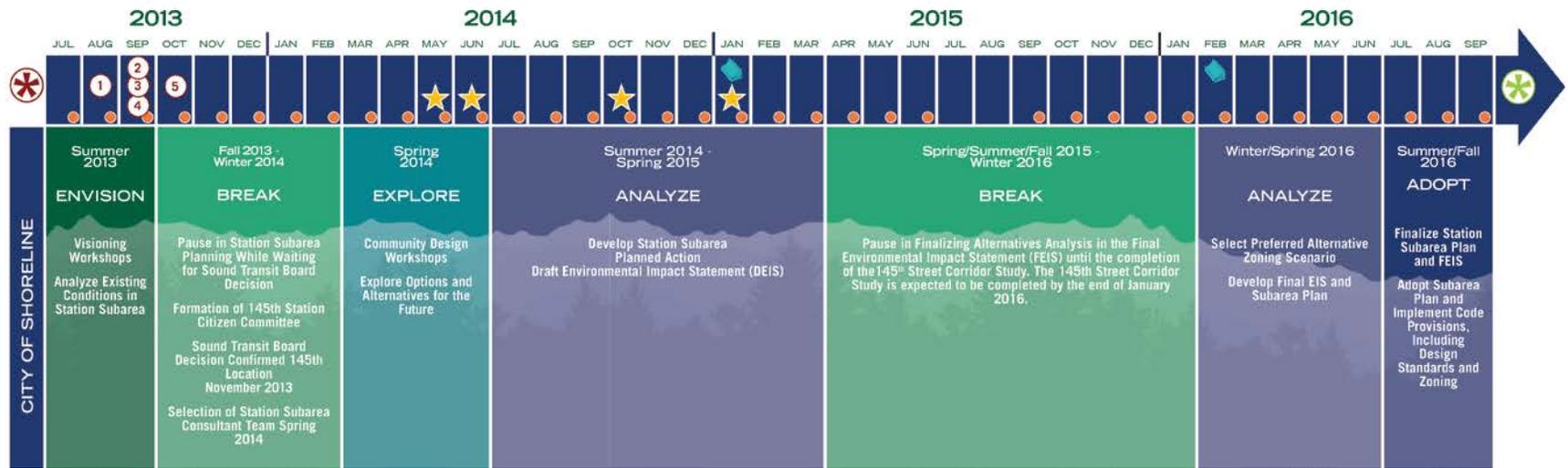


Figure 1-1 Subarea Planning Process/Timeline

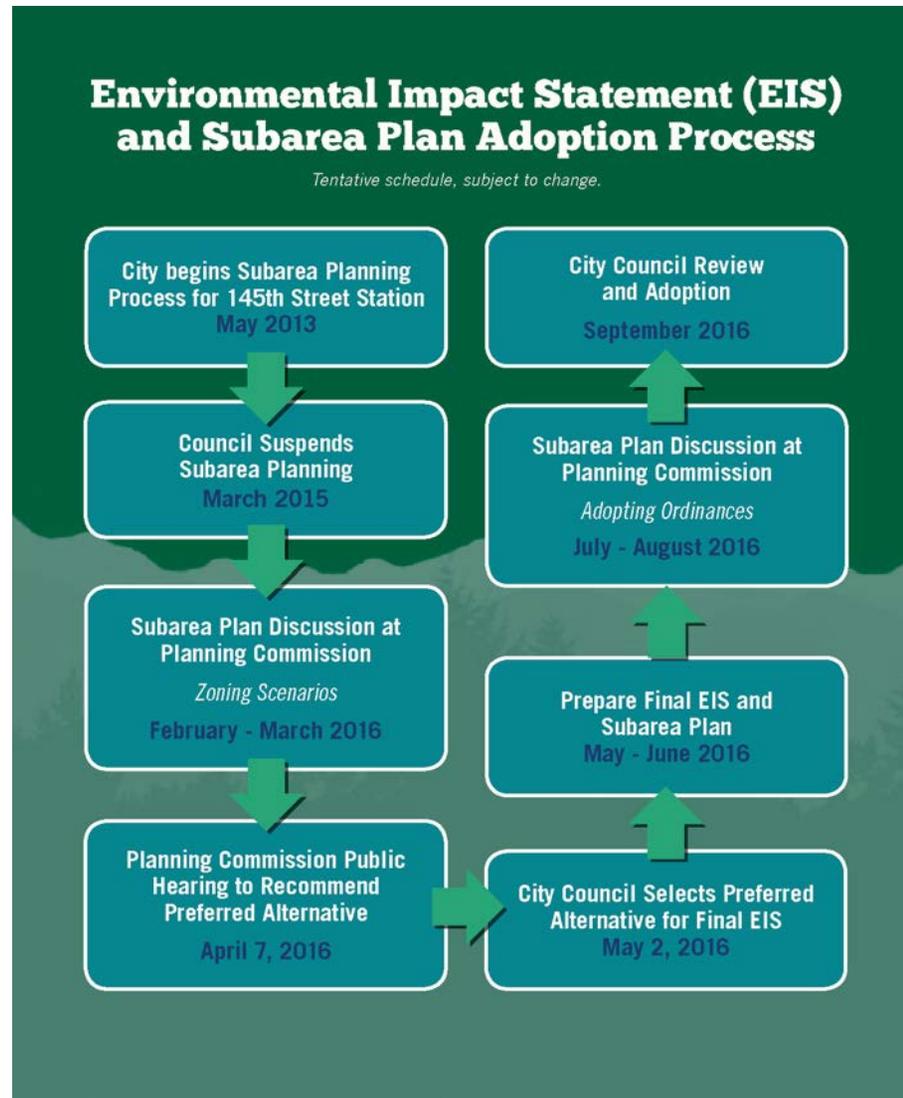


Figure 1-2 Tentative Schedule for Environmental Impact Statement and 145th Street Station Subarea Plan Adoption Process

Both Alternative 2 and Alternative 3 depict the Green Network concept that came out of Design Workshops, which would create a connected system of sidewalks, trails, bicycle lanes, parks, stream corridors, wetlands, and natural areas throughout the subarea. This network would be implemented over time, primarily through redevelopment, but also with potential capital projects. Green infrastructure and low impact development storm-water management and water quality treatment facilities also would be a part of this network. The Green Network concept is intended to be located in public right of way. An illustration of the Green Network concept is available here:

<http://www.shorelinewa.gov/home/showdocument?id=25423>.

Alternative 1—No Action is analyzed in the FEIS to study the potential outcomes of retaining existing zoning although this is inconsistent with adopted City, regional, state, and federal plans and policies. It is important to note that “No Action” does not mean “no change.” If the City retained the current zoning, property owners would still be able to maximize their development capacity in many cases with larger (35 foot height) three story structures and Accessory Dwelling Units.

Timeline

The DEIS for the Subarea Plan was issued on January 17, 2015. The City hosted a community meeting on January 22, 2015 to introduce the contents of the DEIS. The official DEIS comment period ran from January 17, 2015 through February 19, 2015. The DEIS can be viewed at:

<http://www.shorelinewa.gov/government/departments/planning-communitydevelopment/planning-projects/light-rail-station-area-planning/deis-145th-st-stationsubarea>.

The Planning Commission then hosted a public hearing on the DEIS and potential zoning scenarios on February 5, 2015. The staff report and attachments for this meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=19425>, and the minutes from this meeting are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=19627>.

The Planning Commission public hearing was carried over to February 19, 2015. The staff report and attachments for this meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=19631>, and the minutes from this meeting are available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=19953>.

Following the Planning Commission public hearings, the Commission recommended:

- That the City Council not recommend any zoning scenario for analysis in the FEIS as a Preferred Alternative at that time, pending completion of the Corridor Study for NE 145th Street;
- That the City Council keep the public comment period open pending completion of the study; and
- That no further action be taken on any of the items studied in the DEIS until the 145th Corridor Study was completed.

On March 23, 2015, the City Council accepted part of the Commission’s recommendation and voted to delay selection of the Preferred Alternative zoning scenario to be analyzed in the Final EIS until completion of the 145th Street Corridor Study. The staff report and attachments from this meeting are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport032315-8a.pdf>, and the minutes from this meeting are available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2015/032315.htm>.

Work on the Corridor Study proceeded throughout the remainder of 2015 and into 2016. In preparation for the resumption of subarea planning, the Planning Commission received a presentation on two technical memorandums commissioned by the City: “Wetlands and Streams Assessment” and “Geotechnical Considerations for High Groundwater and Peat Conditions.” The staff report and attachments from this meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=25139>,
and the minutes from this meeting are available here:
<http://www.shorelinewa.gov/Home/ShowDocument?id=25209>.

The City commissioned this analysis of the wetlands, streams, hydraulic conditions, and soils in areas surrounding Paramount Open Space and Twin Ponds Park to provide more detailed answers to many questions and comments submitted during the DEIS comment period. The primary question that the “Wetlands and Streams Assessment” technical memorandum intended to answer was whether it would be better for the health of the wetlands and ecosystems for properties outside of City park or open space boundaries to retain single-family (R-6) zoning or potentially redevelop under new zoning designations and more stringent storm-water and Critical Areas regulations.

The primary question that the memo “Geotechnical Considerations for High Groundwater or Peat Conditions” intended to answer was whether known conditions would preclude redevelopment in accordance with potentially new zoning standards.

It is important to note that maps from the “Wetlands and Streams Assessment” memorandum represent field reconnaissance on public property during summer months, and not a full delineation or an extensive evaluation of private

property. Site-specific analysis is currently required for private property owners to determine whether Critical Areas regulations apply when development is proposed.

The two technical memorandums, along with a cover memo, represented an addendum to the DEIS, which was published on February 19, 2016. Although not required, the City offered a comment period on the addendum through March 21, 2016. The addendum to the Draft EIS is available at the following link:
<http://www.shorelinewa.gov/home/showdocument?id=25177>.

In addition to the two technical memorandums, on March 3, 2016, the Planning Commission received a presentation on the 145th Street Corridor Study. The staff report and attachments from this meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=25215>,
and the minutes from this meeting are available here:
<http://www.shorelinewa.gov/Home/ShowDocument?id=25301>.

The Corridor Study was intended to inform subarea planning through an analysis of whether improvements that would be envisioned for NE 145th Street could accommodate projected population growth from the subarea as well as increased demands on the road from commuters using the light rail station.

On March 17, 2016 the Planning Commission then discussed all potential zoning scenarios considered to date, including the No Action, Compact Community, and Connecting Corridors alternatives. The Commission then created the Compact Community Hybrid scenario. The staff report and attachments from this meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=25323>,
and the minutes from this meeting are available here:
<http://www.shorelinewa.gov/Home/ShowDocument?id=25581>.

On April 5, 2016, Planning Commissioners and interested residents participated in a Special Meeting to learn more about potential improvements at the Interstate 5/145th Street interchange envisioned through the 145th Street Corridor Study. Improvements would be constructed primarily by the Washington State Department of Transportation and Sound Transit. The minutes from that meeting are available at:

<http://www.shorelinewa.gov/Home/ShowDocument?id=25683>.

On April 7, 2016, the Planning Commission held a public hearing to select a Preferred Alternative zoning scenario to recommend to the Council for study in the FEIS. The staff report and attachments from this meeting are available here:

<http://www.shorelinewa.gov/home/showdocument?id=25603>,

and the minutes from this meeting are available here:

<http://www.shorelinewa.gov/Home/ShowDocument?id=25805>.

Following the public hearing on April 7, 2016, the Planning Commission recommended the Compact Community Hybrid map for Council consideration as the Preferred Alternative zoning scenario to be studied in the FEIS.

The Council adopted a “Preferred Concept” for the 145th Street Corridor Study on April 11, 2016. The staff report and attachments from this meeting are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport041116-8c.pdf>, and the minutes

from this meeting are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2016/041116.htm>

On May 2, 2016, the Council selected the Planning Commission recommendation for study in the FEIS and directed staff and the consultant team to prepare the analysis, thereby officially resuming the subarea planning process. The staff report and

attachments for this meeting are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport050216-8b.pdf>, and the minutes

from this meeting are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2016/050216.htm>.

The new alternative, **Alternative 4—Compact Community Hybrid**, is based on the Compact Community map, but includes some elements of the Phased Connecting Corridor map. Based on public comment received, areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park retain single-family (R-6) zoning in this scenario. Alternative 4 also shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Corridor Study, but also incorporates elements of the Green Network concept that was studied in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

While the City Council directed that Alternative 4—Compact Community Hybrid be studied in the FEIS, the Council declined to identify it, or any alternative, as the Preferred Alternative pending the outcomes of the FEIS analysis. The State Environmental Policy Act (SEPA) does not require designation of a preferred alternative in the FEIS.

Additional Planning Commission and City Council meetings are scheduled for the FEIS, Subarea Plan, and Planned Action Ordinance review and adoption. Subsequent to issuance of this FEIS, the City will prepare the Subarea Plan document, the Planned Action Ordinance, and Development Code regulations to support implementation of the plan.

The following timeline outlines the proposed schedule to adopt the Subarea Plan package for the 145th Street Station Subarea Plan:

- **July 7:** Planning Commission meeting: Discuss FEIS
- **July 21:** Planning Commission meeting: Discuss Subarea Plan
- **August 4:** Planning Commission meeting: Discuss Planned Action and adopting ordinances
- **August 18:** Planning Commission *Public Hearing*: Discuss Subarea Plan package and make recommendation to the City Council
- **September 12:** City Council meeting: Study Session on Subarea Plan package
- **September 26:** City Council meeting: Council adopts 145th Street Station Subarea Plan package

It should be noted that this schedule could change if the Planning Commission does not have a quorum during any of the above summer meetings or if decisions or deliverables take longer than the time allotted.

1.2.5 Concurrent Projects

Other concurrent projects, such as potential redevelopment at Point Wells under evaluation by Snohomish County, have been considered in this analysis as relevant (including potential transportation impacts from traffic generated by Point Wells and potential traffic impacts associated with the adopted 185th Street Station Subarea Plan).

The previous EIS for the 185th Street Station Subarea Planned Action identified potential impacts and mitigation measures for the Preferred Alternative zoning. While the analyses for most

elements of the environment was done separately from the 145th Street Station Subarea Planned Action, the resulting impacts and mitigating measures for the two subareas will be considered concurrently by the City and other service providers as implementation occurs in the two subareas. The City and other service providers will identify and address capital improvement needs and other mitigation required to support redevelopment in both subareas.

1.3 Purpose and Background of the Station Subarea Plan and Subarea Location

1.3.1 Purpose and Background

In spring of 2013, the City of Shoreline entered into community-based visioning and planning to address future land use, transportation, and neighborhood enhancements in the community's light rail station subareas at NE 145th and NE 185th Streets along Interstate 5 (I-5). This FEIS analyzes alternatives associated with the 145th Street Station Subarea. The 145th Street Station Subarea Plan is being shaped by public and stakeholder engagement and will result in a plan for transit-oriented land uses and zoning provisions in the subarea as well as supporting public space enhancements, multimodal transportation and utility system improvements, and other public infrastructure and amenities associated with the plan.

The City's station subarea planning process is guided by Framework Policies adopted by the City Council in May 2012 as well as specific policies of the Land Use Element (LU23-LU46)

adopted into the Comprehensive Plan in December 2012. Other policies and provisions of the City of Shoreline’s Comprehensive Plan, as well as citizen visioning work that culminated in Vision 2029, and adopted plans such as the Transportation Master Plan also serve as a foundation for the station subarea plan and will be integrated into the plan as applicable.

The City intends to adopt the 145th Street Station Subarea Plan and a supporting Planned Action Ordinance and amend its current Comprehensive Plan and the Shoreline Municipal Code, including the Development Code (Title 20), as appropriate to support the adopted Subarea Plan and ordinances. Adoption of

What Happens after Adoption of the Subarea Plan?

With adoption of the subarea plan and planned action, the City of Shoreline will set the stage for potential redevelopment. The extent and timing of redevelopment that occurs will be influenced by market forces, homeowner and property owner decisions about what do with their properties, and other factors.

This plan does not require that homeowners or property owners redevelop or sell their properties—that decision will be theirs.

the Planned Action Ordinance would streamline environmental review for redevelopment consistent with the station subarea plan and regulations, in accordance with the State Environmental Policy Act (SEPA) rules.

With the adoption of the Planned Action Ordinance and subsequent implementation, over the next several decades, neighborhoods in the subarea would attract a vibrant mix of land uses that offer additional housing choices, businesses serving the neighborhood, jobs, and recreation opportunities, as well as other services to support new growth. In the vicinity of the new light rail station, redevelopment would create a transit-oriented mix of land uses, increasing the number of residents living in proximity to the station to maximize ridership.

Throughout the process, the public has expressed concerns about how transition and change could impact their neighborhoods and quality of life. This FEIS addresses these questions and issues by examining potential impacts through quantitative measures and recommending mitigations in the form of capital projects or development regulations, and by acknowledging uncertainties inherent in rezoning and redevelopment processes.

1.3.2 Subarea Location

Through a separate public process for the Lynnwood Link Extension, which included development of an EIS, Sound Transit identified NE 145th Street on the east side of Interstate 5 (I-5), north of the interchange, as the preferred location for one of the two light rail stations to potentially be built in Shoreline. A park-and-ride structure, also to be constructed by Sound Transit, would be potentially located immediately north of the station.

The City of Shoreline supports this proposed station location as Sound Transit's Preferred Alternative for the Lynnwood Link Extension, and identifies the location in the City's Comprehensive Plan Land Use Map.

For the purposes of developing the 145th Street Station Subarea Plan and completing environmental analysis, the City of Shoreline Planning Commission determined study area boundaries through considerations of factors such as policy direction, topography, ability to walk and bike to and from the station, and other existing conditions and influencing factors.

The Planning Commission recommended using two study areas with separate boundary lines for the 145th Street Station Subarea Plan: one that delineates a land use focus and the other that delineates a mobility (multimodal transportation) focus. These study area boundaries were then reviewed and adopted by City Council as an amendment to the Comprehensive Plan. Refer to **Figure 1-3** for a depiction of the study area boundaries surrounding the 145th light rail station location. ***Together, the two study areas make up the "subarea" that is the focus of this planning process.***

1.4 State Environmental Policy Act Process

1.4.1 Planned Action

The City of Shoreline proposes to designate the 145th Street Station Subarea Plan as a Planned Action, pursuant to SEPA and implementing rules. According to the Washington Administrative

Code (WAC) 197-11-164, a Planned Action is characterized by the following:

- Designated by a Planned Action Ordinance;
- Analyzed through an environmental impact statement that addresses significant impacts;
- Prepared in conjunction with a comprehensive plan, a subarea plan, a master planned development, a phased project, or with subsequent or implementing projects of any of these categories;
- Located within an Urban Growth Area (UGA);
- Not an essential public facility unless they are accessory to or part of a project that otherwise qualifies as a Planned Action; and
- Consistent with an adopted comprehensive plan (but comprehensive plan and code provisions may be amended as part of the process of adopting subarea plans and planned actions).

Projects meeting these requirements qualify as Planned Action projects and do not require a subsequent SEPA threshold determination, but still require a completed environmental checklist to be submitted. Future qualifying projects within the Planned Action area must be reviewed for consistency with the adopted Planned Action Ordinance, as well as City's zoning and development regulations, and development agreement where applicable. Projects within the defined Planned Action area would be required to acquire all necessary permits and satisfy all related public notice requirements, just as with other projects in the city.

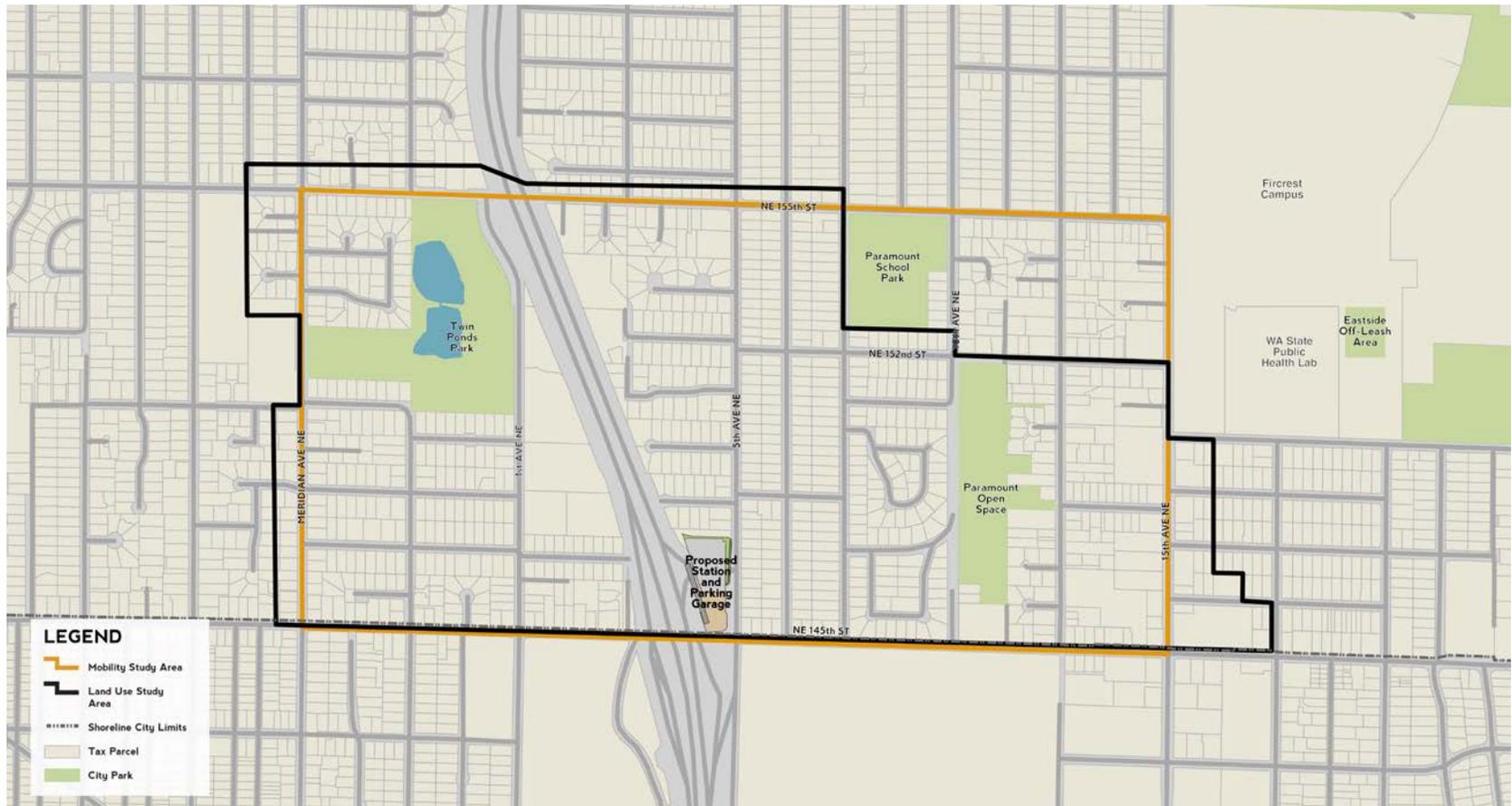


Figure 1-3 Land Use (Black) and Mobility (Gold) Study Area Boundaries, which Together Comprise the Subarea

After completion of the FEIS, the City will identify a Preferred Alternative that will serve as the basis of the Planned Action Ordinance, along with a maximum level of growth allowed within the 145th Street Station Subarea. Consistency with this limit would be ensured through monitoring of incoming redevelopment applications and their approval consistent with the Subarea Plan, Planned Action Ordinance, and other applicable City of Shoreline regulations.

1.4.2 Prior Environmental Review

While SEPA analysis related to specific land use and zoning changes in the 145th Street Station Subarea was not conducted as part of Sound Transit's July 2013 *Lynnwood Link Extension DEIS*, Sound Transit analyzed conditions in the subarea and surrounding areas that would be affected by the construction of light rail station and supporting facilities. Several topics and areas of analysis in the Sound Transit EIS also are relevant to this FEIS for the 145th Street Station Subarea. In addition, the City of Shoreline Comprehensive Plan; Transportation Master Plan; Parks, Recreation, and Open Space Plan; and other master plans and subarea plans all developed in accordance with SEPA, contain information relevant to the 145th Street Station Subarea. Where appropriate, relevant information found in these prior environmental and planning documents is referenced and considered in this FEIS.

1.5 Organization of this Document

This FEIS for the 145th Street Station Subarea Planned Action is organized into the following chapters:

- **Chapter 1 – Summary:** This chapter provides a brief discussion of the alternatives (Alternative 1—No Action, Alternative 2—Connecting Corridors, Alternative 3—Compact Community, and Alternative 4- Compact Community Hybrid). This chapter also summarizes the environmental review and the public involvement processes, as well as potential environmental impacts and recommended mitigations measures associated with each alternative.
- **Chapter 2 – Plans and Policies and Description of Alternatives:** This chapter summarizes adopted plans and policies as background for the environmental analysis and provides a more detailed description of the alternatives related to the 145th Street Station Subarea.
- **Chapter 3 – Affected Environment, Analysis of Potential Significant Impacts, and Mitigation Measures:** This chapter describes the existing conditions for each environmental topic area and includes an analysis of the potential significant impacts associated with each EIS alternative, for twenty-year and build-out timeframes. Recommended mitigation measures to reduce impacts to less than significant levels are also discussed. The following environmental topics are addressed:
 - 3.1 Land Use Patterns
 - 3.2 Population, Housing, and Employment
 - 3.3 Multi-Modal Transportation
 - 3.4 Streams, Wetlands, and Surface Water Management

- 3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas
- 3.6 Schools, Police, Fire, and Other Public Services
- 3.7 Utilities
- **Chapter 4 – Responses to Comments on the Draft Environmental Impact Statement:** This chapter lists the comments received on the DEIS and addendum to the DEIS, and provides formal responses from the lead agency, the City of Shoreline.
- **Chapter 5 – References:** This chapter contains a list of all documents and personal communications referenced in the analyses contained in Chapter 3.
- **Chapter 6 – Distribution List:** This chapter contains a list of all government agencies, community groups, and individuals who will receive notices of availability or copies of the FEIS. Individuals listed provided comments on the DEIS, and only those who provided return address or email information will receive notification.

1.6 Public and Stakeholder Involvement and the Planning Process

Public and stakeholder involvement has been an integral part of developing the 145th Street Station Subarea Plan. The City of Shoreline provided opportunities for public, stakeholder, and agency engagement, including review and comment throughout the planning and environmental review process. Refer to **Figure 1.2** and **Figure 1.3** for graphic depictions of the subarea planning timeline and steps in the environmental review and plan adoption

process. Community and stakeholder engagement and outreach activities included the following.

- **Project Webpages.** The City created project webpages for the subarea planning process: www.shorelinewa.gov/lightrail; and also specifically for final documents, including the Subarea Plan and FEIS: www.shorelinewa.gov/145FEIS. The information on the webpages provides background on the process, describes the schedule, and provides links to relevant documents as they are released for public review. Contact information for City staff is also provided to allow the public to submit comments or ask questions. In the future, information related to the Planned Action Ordinance and FEIS also will be posted on the webpages.
- **DEIS Scoping Comment Period.** Public and agency comments were solicited in a 31-day scoping period from October 1 to October 31, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the EIS and offer written suggestions. The scoping notice is provided in the Appendix. The list of environmental elements and topics to be studied in the DEIS (and carried over into this FEIS) was confirmed based on public and stakeholder input received.
- **Community Workshops/Public Meetings.** The City held visioning workshops in the summer and fall of 2013 to gather public comments and ideas on the vision for the station subarea. A public and stakeholder Design Workshop series was held in May and June of 2014,

including separate meetings with the 145SCC and a general community workshop. Participants were engaged in planning exercises to brainstorm about potential ideas and options for organization of land uses in the subarea. The City also hosted a second Design Workshop in October 2014, which served as an opportunity for “scoping” (determining which elements and potential zoning scenarios would be studied in the DEIS), and presenting land use scenarios and community design possibilities for how the subarea could redevelop, based on ideas from the May and June workshop sessions and other factors.

- **DEIS Comment Period and Public Meeting.** The DEIS was released for public review on January 17, 2015, initiating a comment period through February 19, 2015. The general public, as well as public agencies and stakeholders were invited to submit comments on the alternatives, identified environmental impacts, and potential mitigation measures. A public meeting was held on January 22, 2015 to present the DEIS and gather public input. Another Open House was held prior to the Planning Commission public hearing on February 5. The public hearing and comment period were extended to February 19.
- **Addendum to the DEIS.** An addendum consisting of an introductory and two technical memorandums, *Wetlands and Streams Assessment* and *Geotechnical Considerations for High Groundwater and Peat Conditions*, was published on February 19, 2016. While not required, the City offered a comment period through March 21. The

addendum analyzed areas containing and surrounding Paramount Open Space and Twin Ponds Park.

- **Additional Analysis in the FEIS.** Multiple Planning Commission and City Council meetings were held earlier in 2016 to discuss additional analysis to be addressed by the FEIS. These meetings, which were open to the public, were described earlier in this section of the FEIS.
- **Plan Adoption.** The Planning Commission and City Council will continue to hold meetings on the FEIS, Subarea Plan, Development Code regulations, and Planned Action Ordinance through August 2016. City Council review and adoption of the Subarea Plan and Planned Action Ordinance is scheduled for September 2016, as discussed previously in this section of the FEIS.

Refer to the City’s website:

www.shorelinewa.gov/lightrail for a schedule of meetings and other important information related to the subarea planning process.

1.7 Objectives of Subarea Planning Process

Washington’s State Environmental Policy Act (SEPA) requires a statement of objectives that addresses the purpose and need for the proposal, around which reasonable alternatives can be evaluated. The following objectives are provided to address the purpose and need for the 145th Street Station Subarea Planned Action.

- Plan for future redevelopment of the 145th Street Station Subarea in Shoreline by defining transit-oriented land use options that will increase and support the opportunity for more existing and future residents to conveniently access transit.
- Create a vibrant, transit-oriented station subarea that enhances neighborhood character and provides amenities such as signage and wayfinding elements, parks, open space and community gathering areas, public art, lighting, and streetscape features.
- Increase housing choices and options for all income levels, including affordable housing.
- Introduce opportunities for neighborhood business, shopping, and services.
- Encourage use of multimodal transportation modes by:
 - Enhancing bicycle and pedestrian safety and mobility;
 - Improving local transit connections to and from the light rail station;
 - Minimizing traffic impacts to surrounding neighborhoods through traffic calming, as well as improvements to intersections and streets; and
 - Identifying mechanisms to manage parking in the subarea.
- Protect environmentally sensitive areas including streams, wetlands, water quality, and wildlife habitat areas.

- Foster economic development.
- Promote sustainable development by encouraging green building and green infrastructure treatments in the subarea.
- Plan for appropriate transitions between new and existing development (potentially through a phased program for change) that is compatible with the community's vision for the subarea.

1.8 Significant Areas of Controversy and Uncertainty, and Issues to be Resolved or Monitored

In summary, adoption of the 145th Street Station Subarea Plan package, which would implement the zoning alternative selected by City Council, would provide additional housing and employment options, increasing the number of people living and working in proximity to the light rail station.

Under any action alternative, the plan would be facilitated by changes in land use and zoning, as well as development provisions such as building height requirements, design standards, and parking ratios. Plan and regulation changes, along with capital improvements, and other measures will support redevelopment of the area to more intensive mixed-use character consistent with the region and City's vision for light rail station areas.

Any of the action alternatives would represent a significant change from the current single-family character of the subarea,

and as such, many residents have concerns about how transition will impact their future and quality of life.

While new development would result in a variety of neighborhood and transportation improvements, along with development of parks and public spaces, a greater variety of housing choices to fit various incomes, and other community amenities, there are several areas of uncertainty and issues to be resolved as the plan moves into implementation, both in the twenty year and build-out timeframes.

Changes in Neighborhood Character

The station subarea would change from a predominantly single family neighborhood to a more urban neighborhood with a mix of densities, including single family housing around the periphery transitioning to various types of attached single family, and then to multifamily and mixed use in areas nearest to the station. Major areas of concern include how transitions in the character of the neighborhood, and physical transitions between different land uses, will be managed. While the proposed changes in zoning and use mix would alter the look and feel of the subarea, this change would occur incrementally over many decades. This long timeframe does create a level of uncertainty, but also provides the ability to implement improvements to support growth. While it is beyond the timeframe that most families plan for, it can facilitate discussions about long-range household goals and preferences, and hopefully provide additional options such as more senior housing for the aging Baby Boom generation and rental housing for the Millennial generation.

Both positive and negative perspectives have been expressed by residents of the subarea. Some residents have expressed excitement about the coming of light rail and changes that it could bring to the neighborhood, including additional restaurants and sidewalks. Some have expressed their hope that increased demand will raise property values, while others have expressed concern that it will raise property taxes. Some have expressed their disapproval regarding this level of change and have questioned why the coming of light rail should be accompanied by significant upzoning. Others want to know whether they should make planned improvements to their homes, or invest in another area where single-family character is more likely to be preserved.

The City acknowledges that even though a decision to stay or sell is entirely up to the property owner, those who feel as if their neighborhood is changing beyond their comfort level may still feel forced out. The City also acknowledges that even for those who support change, transitions and construction can be uncomfortable and unpleasant.

The purpose of this EIS analysis is to provide the public and the City's decision-makers with information on likely significant adverse environmental impacts of the proposed subarea plan as well as reasonable alternatives and mitigation measure to reduce those impacts. The purpose of this EIS is not to presume that all impacts of change can be mitigated or predicted, but to identify potential issues and determine solutions that can minimize adverse consequences and facilitate improvements. It is not to sugar-coat undesirable consequences of transition, but to acknowledge that while uncertainty exists and people are naturally skeptical of change, especially if they feel it was

imposed upon them, the City and community have worked hard to create an ambitious long-range vision, and developed mechanisms to bring it to fruition.

The following topics have been identified as areas that may be unpredictable, and should therefore be monitored closely over time.

The Pace of Redevelopment, Market Forces, and Complexity of Property Aggregation

The central Puget Sound region is one of the fastest growing metropolitan areas in America. Seattle, Shoreline's neighboring city to the south, grew faster than any other major American city in 2013, according to the US Census Bureau, with approximately 18,000 people moving to the city in the one-year period. Seattle is the 21st largest city in the US. Seattle's growth rate from July 1, 2012 to July 1, 2013 was 2.8 percent, the highest rate among the 50 most populous US cities, bringing the total 2013 population to 652,405. From July 1, 2012 to July 1, 2013, the Seattle-Tacoma-Bellevue metropolitan area ranked tenth in numerical population growth of metropolitan areas of the US, adding 57,514 people. According to Puget Sound Regional Council's 2040 Transportation Plan, our region will add 1.4 million people and 1.1 million jobs by 2040.

Washington State's overall population is currently 6,951,785 and is forecasted to grow by just above 1 percent per year through 2025 and then at less than 1 percent per year through 2040 according to the Washington State Office of Financial Management.

In looking at growth rates of regional cities, communities in the Puget Sound region have grown at various rates, between less than 1 percent, to about 3 percent annually between 2010 and 2013.

In a review of other transit-oriented districts around light rail and high-capacity transit in the US, growth rates have varied greatly. However, average annual growth rates of around 2 percent are often achieved, but are influenced by a variety of factors.

Based on information released by the US Census Bureau, the 15 fastest growing cities in America with populations of 50,000 and larger (similar to Shoreline's size) grew between 3.8 percent (Pearland, Texas) and 8 percent (San Marcos, Texas) between 2012 and 2013.

While Shoreline's population has been stable with little growth for the last few decades, the population of the community is expected to grow as more housing and employment opportunities are developed. Seattle and other regional cities also are forecasted to continue to grow over the next couple of decades.

The opportunity and potential for growth in the 145th Street Station Subarea would be higher with the adoption of the proposed mixed use zoning under the three action alternatives. However, growth would be moderated by potential challenges related to redevelopment, such as the need to aggregate parcels to create sites large enough for mixed use and multifamily housing, as discussed in Section 3.1. Uncertainty about the market and property owners' interests in redeveloping or selling their properties also moderates the forecast for growth.

With all of these considerations, the anticipated average annual growth forecasted for the subarea is around 1.5 percent to 2.5 percent. This is the assumed growth rate for purposes of subarea planning and environmental analysis.

An area of uncertainty relates to unknowns about the timeframe in which change will occur and the pace of growth and development. While the FEIS has projected an average annual growth range of 1.5 percent to 2.5 percent, the actual rate of growth may fluctuate from year to year.

There also are questions about how much redevelopment the market might support over time, and the overall quality of development. There is added complexity involved in the need to aggregate enough parcels for larger scale redevelopment. There also are unknowns about when and where specific redevelopment might occur in the subarea.

Many single family homeowners will prefer to stay or purchase within the subarea, and single family use could continue for many years without redevelopment. It is possible that creating new areas for mid-rise multifamily and mixed-use development will unlock pent-up demand for such housing styles, which may support initial growth in the subarea. It is not likely that market forces and the process of parcel aggregation would facilitate development of multifamily and mixed use buildings tall enough to maximize height allowances in MUR-85, MUR-70', or -65' zones in the near-term, but it is possible.

Allowing for greater choice and flexibility through zoning revisions in the subarea reduces certainty about where initial and subsequent phases of redevelopment will occur. A phased

approach to zoning may provide additional certainty about where development will take place between 2016 and 2033.

Possible Real Estate Speculation as Well as Uncertainty about the Future

Property owners have expressed concerns that real estate investors may be interested in purchasing single family homes and holding them as rentals until the time is right for redevelopment in the future. Some homeowners in both the 145th and 185th station subareas have already received letters offering fair market value. This type of speculative buying could occur regardless of whether or not the City was planning to rezone areas surrounding future stations immediately. One reason to implement zoning change sooner rather than later is to provide long-term predictability regarding what type of uses will be allowed where, and ample time for homeowners to become informed about the potential for change and determine their own long-range plans. For those that choose to sell, understanding the long-term potential of the property may allow them to capture additional value.

Available Funding for Infrastructure Improvements

Funding for street, intersection, and other transportation improvements, as well as utility upgrades and local transit programs is constrained. While there will be a substantial need for improvements to serve the potential growth in the subarea, funding for these projects is not secured. The City and other utility and service providers will need to reprioritize investments and aggressively seek funding to support redevelopment in the

subarea. Another reason to undergo subarea planning a decade before the trains start running is to identify projects and potential funding sources as soon as possible.

1.9 Significant Unavoidable Adverse Impacts

This section addresses the potential for significant unavoidable adverse impacts, summarizing the results of the environmental analysis. While there are several areas of controversy and uncertainty and issues to be resolved over time, there is a long range horizon to proactively plan for and support build-out of the plan for redevelopment.

As long as investments are prioritized and infrastructure (transportation and utilities) improvements and public services (schools, parks and recreation, police, fire and emergency, City services, and other human services) are increased over time to keep pace with growth and to mitigate the impacts identified in this FEIS, no significant unavoidable adverse impacts would be anticipated with implementation.

Land Use Patterns, Plans and Policies

The three action alternatives would result in greater intensity of land uses, housing, and employment in the subarea than Alternative 1—No Action. While implementation of one of the action alternatives would require updating the City's Comprehensive Plan and revising Development Code regulations and standards, the proposed changes to land use patterns under any of these conform to and support the City's Comprehensive Plan policies and regional vision for light rail station subareas.

Impacts on land use compatibility would be mitigated with implementation of design and transition standards in the City's Development Code, along with new regulatory provisions adopted to support the Subarea Plan. Required Comprehensive Plan amendments include updating the land use map, which would be adopted concurrently with the *145th Street Station Subarea Plan* and Planned Action Ordinance and other policy amendments, which would be adopted as part of the 2016 docket cycle. With implementation of a high-capacity transit-supportive alternative and application of mitigation measures and amendments, no significant unavoidable adverse impacts on land use patterns, plans, and policies would be anticipated.

Population, Housing, and Employment

Implementation of any of the action alternatives would result in a variety of housing types, as well as an increased quantity of housing choices to fit various income levels and household size needs in the subarea. Alternative 3 would result in several hundred more housing units at full build-out than Alternative 2 or Alternative 4, and Alternative 4 would provide the least amount of housing units. Alternative 2 would result in more employment opportunities than Alternative 3 or Alternative 4, and Alternative 3 would provide the least amount of employment opportunities. Development Code provisions and additional mitigation measures would encourage affordable housing options in the subarea. With application of mitigation measures and Development Code amendments, no significant unavoidable adverse impacts on housing would be expected.

Under Alternative 1—No Action, future housing opportunities would be limited to primarily various types of single family. As such, Alternative 1—No Action would not accommodate the same range of housing needs as any of the action alternatives. Alternative 1 would not be as beneficial in meeting community and regional objectives related to expanding housing options, including affordable housing. Under existing zoning, there could be a concern that existing single family homes would be demolished over time and replaced with larger and more expensive homes, which is inconsistent with adopted policies. Alternative 1 also does not help the in meeting jobs-to-housing ratio goals for Shoreline.

Multimodal Transportation

Although the effects of additional vehicles in creating traffic congestion can be mitigated to varying degrees through the proposed transportation improvements, the actual increases in traffic under any of the alternatives would be considered an unavoidable impact. The significance and negativity of this impact can be mitigated with improvements and transportation demand management over time. Increases in traffic would occur under all alternatives as a result of growth in traffic throughout the city and in the subarea.

Traffic would increase regardless of redevelopment activities due to development of the light rail station and park and ride parking structure. The rate of growth and change in the subarea would occur very gradually, over many decades. Development of the one of the action alternatives as the preferred alternative would occur incrementally over time, allowing increases in traffic to be addressed with planned improvements and transportation

demand management over time, meeting City concurrency standards.

A basic goal of implementing high-capacity transit in the region is to reduce the overall impact of traffic and provide more opportunities for citizens to travel via fast, efficient, and reliable services. The more people living and working near light rail transit stations, the more opportunities there would be for people to use the high-capacity transit system, rather than drive to and from destinations. This, in turn, would result in beneficial effects to the environment such as reductions in traffic-generated pollution and greenhouse gas emissions in the region.

Wetlands, Streams, and Surface Water Management

Wetlands, streams, and other critical areas would be protected by City of Shoreline requirements, as well as applicable state and federal regulations. There are opportunities to enhance existing stream corridors and wetlands in the subarea as part of redevelopment efforts. Redevelopment projects will be subject to more stringent surface water management regulations than were in place with the subarea originally redeveloped into single family subdivisions. Additionally, installation of green infrastructure and low impact development techniques will address surface water runoff, flows, and water quality. Stormwater facilities would be improved and expanded as needed to serve new site development and to address flooding and drainage problems that exist in some areas today. Overall, it is expected that water resource areas and related habitat functions would be improved with redevelopment over time, resulting in better conditions than exist today.

Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas

Parks, recreation facilities, open space and natural areas, and wildlife habitat are cherished elements of the subarea by residents. The Green Network concept prioritizes improvements in these areas and enhances connectivity throughout the subarea is being explored under all action alternatives. With increased population and households over time, there will be demand for additional parks and recreation facilities. It is anticipated that the City will be able to monitor the needs for these facilities and address these needs over many decades as the subarea redevelops. As such, no significant unavoidable adverse impacts are anticipated.

Schools, Police, Fire and Other Public Services

Additional public services such as schools, police, fire, emergency services, solid waste, and other services would be required to serve population growth under the alternatives, and there would be a substantially higher demand for public services under any of the three action alternatives than under Alternative 1—No Action. The demand for increased services and facilities would occur gradually, over many decades. Increases in housing and employment would generate additional revenue and funding for services.

Development fees, sales tax revenues, property taxes generated from new households, customer service charges to new customers, and other project funding would offset the costs of providing additional public services, keeping pace with demand.

As such, no significant unavoidable adverse impacts are anticipated.

Utilities and Energy Use

The growth in residential and employment population would increase the demand for utilities (water, wastewater, communications, and energy services) under any of the alternatives. Of the three action alternatives, Alternative 2 would generate the most demand due to the geographic extent proposed, followed by Alternative 3 and Alternative 4.

Because growth would occur gradually over many decades, customer fees, service charges, and other funding would offset the costs of providing additional utility services, allowing service providers to fiscally manage the increased demand. Green building, energy conservation habits, and the potential for district energy solutions would help to mitigate increased demand.

No significant unavoidable adverse impacts would be anticipated. However, coordination between the City, utility providers, developers, and other entities such as Sound Transit, in construction of capital projects would be critically important to minimize disruption.

1.10 Summary of Potential Impacts and Mitigating Measures

The table starting on the following page summarizes the potential environmental impacts and mitigation measures for each element of the environment evaluated in Chapter 3 of the FEIS. The summary addresses impacts and mitigation measures for all alternatives (Alternative 4—Compact Community Hybrid, Alternative 3—Compact Community, Alternative 2—Connecting Corridors, and Alternative 1—No Action) for the next twenty years (up to 2035) and build-out.

Generally speaking, the purpose of an EIS is to identify and recommend mitigations for potential *adverse* impacts. However, it is important to note that the primary intent of light rail station subarea planning is to facilitate positive impacts, such as reduced regional traffic congestion, reduced carbon emissions, greater housing choice, more local businesses, increased water quality, improved walkability, and other characteristics identified by the community as desirable.

Comparative Potential Impacts and Mitigation Measures of the Alternatives in the FEIS

The table below and on the following pages summarizes potential impacts and related mitigation measures for the alternatives in the FEIS.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
S U M M A R Y O F I M P A C T S				
3.1 Land Use Patterns, Plans, and Policies	<p>Similar to Alternative 3 with some zoning elements of Alternative 2, but retains areas around parks and open space in single family use.</p> <p>Current land use patterns would be altered from predominantly single family to mixed use, multi-family, and attached single family, along with some neighborhood supporting retail and employment uses.</p> <p>More preserved areas of single family in the subarea than under Alternatives 3 or 2.</p> <p>Potential impacts to land use compatibility between new and existing land uses would require mitigation.</p>	<p>More building height and density in the vicinity of the proposed light rail station than other action alternatives.</p> <p>Current land use patterns would be altered from predominantly detached single family to mixed use, multifamily and attached single family, along with some neighborhood-supporting retail and employment uses.</p> <p>Some preserved areas of single family in the subarea; more than under Alternative 2; about the same as Alternative 4 (but with less retained single family around parks and open space).</p> <p>Potential impacts to land use compatibility between new and existing land uses would require mitigation.</p>	<p>Would result in the greatest extent of geographic change, but less building height and density in the vicinity of the proposed light rail station than under Alternative 3.</p> <p>Current land use patterns would be altered from predominantly detached single family to mixed use, multifamily and attached single family, along with some neighborhood-supporting retail and employment uses.</p> <p>Less preserved areas of single family in the subarea than under Alternatives 4 and 3.</p> <p>Potential impacts to land use compatibility between new and existing land uses in the subarea would require mitigation, but less than under Alternatives 4 and 3.</p>	<p>Land use patterns would remain consistent with current conditions and the level of change in urban form would be minimal; however, anticipated enhancements to neighborhood character as a result of private and public investment in the subarea would not be realized.</p> <p>Land use compatibility would not be a concern although there would be ongoing infill redevelopment of single family homes, added accessory dwelling units, and conversion to attached single family as property owners build to the allowed density of R-6.</p> <p>Alternative 1 is not consistent with adopted federal, state, regional, and City goals, policies, objectives, and initiatives for land use that supports high-capacity transit (see Chapter 2 of the FEIS for more information).</p>



	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
3.1 Land Use Patterns, Plans, and Policies	<ul style="list-style-type: none"> Incremental change over many decades. Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and provide suitable transitions between uses. Potential implementation of phased zoning to provide more focus and predictability for initial decades of change. 	<ul style="list-style-type: none"> Incremental change over many decades. Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and provide suitable transitions between uses. Potential implementation of phased zoning to provide more focus and predictability for initial decades of change. 	<ul style="list-style-type: none"> Incremental change over many decades. Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and provide suitable transitions between uses. Potential implementation of phased zoning to provide more focus and predictability for initial decades of change. 	<ul style="list-style-type: none"> Alternative 1—No Action is not considered a viable alternative because it does not meet the basic purpose and need for the planned action and is not consistent with adopted plans and policies at the local, regional, state, and federal levels.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
S U M M A R Y O F I M P A C T S				
3.2 Population, Housing, and Employment	<p>Annual population growth projected at 1.5 percent to 2.5 percent would be the same under all action alternatives, and 11,207 to 13,636 people living in 4,670 to 5,681 housing units, and 2,180 to 2,678 employees would be expected by 2035.</p> <p>At Build-Out: An estimated total of 32,367 people would live in 13,486 housing units, and 11,011 jobs/employees would occur in the subarea.</p> <p>At full build-out would provide increased capacity for affordable housing and housing choices over the long term, but not as much as the other action alternatives.</p> <p>Would provide fewer employment opportunities than under Alternative 2, but more than Alternative 3 and overall significant capacity for employment growth to help meet City’s targets and balance the jobs-to-housing ratio.</p>	<p>11,207 to 13,636 people living in 4,670 to 5,681 housing units, and 2,180 to 2,678 employees would be expected by 2035.</p> <p>At Build-Out: An estimated total of 36,647 people would live in 15,270 housing units, and 9,639 jobs/employees would occur in the subarea.</p> <p>At full build-out would provide more capacity overall for affordable housing and housing choices over the long term than the other action alternatives.</p> <p>Provides lower capacity for employment opportunities than other action alternatives but still offers significant opportunities to help meet City’s employment growth targets and balance the jobs-to-housing ratio over the long term.</p>	<p>11,207 to 13,636 people living in 4,670 to 5,681 housing units, and 2,180 to 2,678 employees would be expected by 2035.</p> <p>At Build-Out: An estimated total of 34,643 people would live in 14,435 housing units, and 11,747 jobs/employees would occur in the subarea.</p> <p>Due to the geographic extent of upzoning, this alternative would provide the most flexibility for redevelopment, inclusive of affordable housing and housing choices over the long term, with more housing capacity than Alternative 4, but less than Alternative 3.</p> <p>Would provide more employment opportunities than under Alternative 4 or 3 to help meet City’s employment growth targets and balance the jobs-to-housing ratio over the long term.</p>	<p>Existing population, housing units, and employees in the subarea: 8,321, 3,467, and 1,595, respectively.</p> <p>The Transportation Master Plan Dispersed Model Option projects 11,040 people would live in 4,600 housing units, and 2,325 jobs will occur in the subarea; this is an over-projection given existing land use capacity and likely these numbers would not be reached by 2035 or beyond if existing zoning is retained.</p> <p>Alternative 1—No Action would not contribute significantly to the City meeting assigned growth targets or regional projections for housing and employment.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
3.2 Population, Housing, and Employment	<ul style="list-style-type: none"> • Incremental growth over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth. 	<ul style="list-style-type: none"> • Incremental growth over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth. 	<ul style="list-style-type: none"> • Incremental growth over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth. 	<ul style="list-style-type: none"> • Alternative 1—No Action is not considered a viable alternative because it does not meet the basic purpose and need for the planned action and is not consistent with adopted plans and policies at the local, regional, state, and federal levels.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.3 Multimodal Transportation	<p>By 2035: 4,670 to 5,681 total estimated housing units and 2,180 to 2,678 total estimated jobs/employees would generate additional trips in the subarea, with some requiring access to and from the planned park-and-ride structure for the light rail station.</p> <p>At Build-Out: Estimated total of 13,486 housing units and 11,011 jobs/employees would generate additional trips. Estimates of:</p> <p>10,160 external PM peak and 18,061 total PM peak auto trips generated</p> <p>55% external and 23% internal auto trips</p> <p>12% external walk/bike trips</p> <p>10% External transit trips</p> <p>2.6 metric tons/100 households GHG emissions</p>	<p>By 2035: 4,670 to 5,681 total estimated housing units and 2,180 to 2,678 total estimated jobs/employees would generate additional trips in the subarea, with some requiring access to and from the planned park-and-ride structure for the light rail station.</p> <p>At Build-Out: Estimated total of 15,270 housing units and 9,639 jobs/employees would generate additional trips. Estimates of:</p> <p>9,978 external PM peak and 17,894 total PM peak auto trips generated</p> <p>55% external and 23% internal auto trips</p> <p>12% external walk/bike trips</p> <p>10% External transit trips</p> <p>2.0 metric tons/100 households GHG emissions</p>	<p>By 2035: 4,670 to 5,681 total estimated housing units and 2,180 to 2,678 total estimated jobs/employees would generate additional trips in the subarea, with some requiring access to and from the planned park-and-ride structure for the light rail station.</p> <p>At Build-Out: Estimated total of 14,435 housing units and 11,747 jobs/employees would generate additional trips. Estimates of:</p> <p>11,408 external PM peak and 20,700 total PM peak auto trips generated</p> <p>55% external and 21% internal auto trips</p> <p>14% external walk/bike trips</p> <p>10% External transit trips</p> <p>2.4 metric tons/100 households GHG emissions</p>	<p>By 2035: an estimated total of 4,600 housing units and 2,325 jobs/employees would generate additional trips in the subarea, with some requiring access to and from the planned park-and-ride structure for the light rail station.</p> <p>Estimate of 4,756 external PM peak and 6,261 total PM peak auto trips generated. Estimates of:</p> <p>76% external and 15% internal auto trips</p> <p>4% external walk/bike trips</p> <p>5% external transit trips</p> <p>3.6 metric tons/100 households GHG emissions</p> <p>Most heavily traveled routes for traffic: N-NE 145th Street, 15th Avenue NE, and 5th Avenue NE.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
<p>3.3 Multimodal Transportation</p> <p>Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound</p>	<p>Most heavily traveled routes for traffic: N-NE 145th Street, 15th Avenue NE, and 5th Avenue NE.</p> <p>Less intersection congestion than Alternative 2; about the same as Alternative 3.</p> <p>More people living within walking and bicycling distance to transit than Alternative 2; less than Alternative 3.</p> <p>By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements:</p> <ul style="list-style-type: none"> Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane 	<p>Most heavily traveled routes for traffic: N-NE 145th Street, 15th Avenue NE, and 5th Avenue NE.</p> <p>Less intersection congestion than Alternative 2; about the same as Alternative 4.</p> <p>Most people living within walking and bicycling distance to transit compared to other action alternatives.</p> <p>By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements:</p> <ul style="list-style-type: none"> Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane 	<p>Most heavily traveled routes for traffic: N-NE 145th Street, 15th Avenue NE, 5th Avenue NE, and N-NE 155th Street.</p> <p>Most intersection congestion of all action alternatives, requiring most improvements.</p> <p>Less people living within walking and bicycling distance to transit than other action alternatives.</p> <p>By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements:</p> <ul style="list-style-type: none"> Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane 	<p>By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements:</p> <ul style="list-style-type: none"> Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane <p>Implement Lynnwood Link Extension FEIS mitigation measures.</p> <p>Provide right-turn pocket for the northbound approach at 155th Street and 1st Avenue NE.</p> <p>Extend the two-way left turn lane along 5th Avenue NE from I-5 NB ramp to NE 155th Street.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p> <p>Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound</p>	<p>Implement Lynnwood Link Extension FEIS mitigation measures.</p> <p>Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed.</p> <p>N-NE 145th Street Multimodal Corridor Study improvements, including:</p> <ul style="list-style-type: none"> • Traffic signal improvements at intersections on Meridian Avenue and 1st Avenue • Improved signalized intersections with new left turn lanes, right turn lanes, and signal timing changes on 145th between Aurora Avenue and 15th Avenue NE • Transit signal priority along the corridor • Revised interchange at I-5 and on-ramp improvements • Additional left-turn storage on existing bridge over I-5 	<p>Implement Lynnwood Link Extension FEIS mitigation measures.</p> <p>Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed.</p> <p>SAME N-NE 145th Street Multimodal Corridor Study improvements as listed under Alternative 4.</p> <p>SAME N-NE 155th Street improvements as under Alternative 4.</p> <p>SAME 5th Avenue NE improvements as Alt. 4.</p> <p>SAME Meridian Avenue N improvements as Alt. 4.</p> <p>Longer term if needed—Provide channelized right turn lane for NB approach to NE 150th Street and 15th Avenue NE.</p>	<p>Implement Lynnwood Link Extension FEIS mitigation measures.</p> <p>Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed.</p> <p>SAME N-NE 145th Street Multimodal Corridor Study improvements as listed under Alternative 4.</p> <p>SAME N-NE 155th Street improvements as under Alternative 4; may need additional improvement of right turn lane for SB approach at NE 155th Street and 15th Avenue NE over the long term.</p> <p>SAME 5th Avenue NE improvements as Alt. 4.</p> <p>SAME Meridian Avenue N improvements as Alt. 4.</p>	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p> <p>Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound</p>	<p>Continued—N-NE 145th Street Multimodal Corridor Study improvements, including:</p> <ul style="list-style-type: none"> • EB right turn lane @ SB I-5 • SB off-ramp right turn lane • WB right turn lane at 5th Avenue • Grade-separated crossing for non-motorized traffic over SB I-5 off-ramp • New bridge deck for 145th Street over I-5 that includes multi-use trail on north side • Sidewalks upgraded to meet City standards • WB BAT lane/queue jump lane east of 5th Avenue • EB BAT lane/queue jumps east of 15th Avenue NE • Wheelchair accessible bus stops • Restricted left-turn access mid-block east of 5th Avenue <p>Adoption of phasing boundaries has minimal influence on the level of mitigation needed because use of the transportation network extends beyond the Phase 1 boundary.</p>	<p>SAME TDM strategies as Alt. 4.</p> <p>SAME ongoing expansion of the bicycle and pedestrian network along with transit service priority measures as Alt. 4.</p> <p>Same access management strategies for new development as Alt. 4.</p> <p>Monitor the need for intersection improvements including roadway widening near intersections.</p> <p>Encourage access from side streets and/or rear alleyways.</p> <p>Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness.</p> <p>Adoption of phasing boundaries has minimal influence on the level of mitigation needed because use of the transportation network extends beyond the Phase 1 boundary.</p>	<p>Longer term if needed—Provide channelized right turn lane for NB approach to NE 150th Street and 15th Avenue NE.</p> <p>SAME TDM strategies as Alt. 4.</p> <p>SAME ongoing expansion of the bicycle and pedestrian network along with transit service priority measures as Alt. 4.</p> <p>Same access management strategies for new development as Alt. 4.</p> <p>Monitor the need for intersection improvements including roadway widening near intersections.</p> <p>Adoption of phasing boundaries has minimal influence on the level of mitigation needed because use of the transportation network extends beyond the Phase 1 boundary.</p>	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p> <p>Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound</p>	<p>N-NE 155th Street improvements, including:</p> <ul style="list-style-type: none"> • Consistent with the TMP, extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes • Construct NB right-turn pocket at the intersection of N-NE 155th Street and 1st Avenue NE • Consider signalization or a roundabout at the intersection of N-NE 155th Street and 1st Avenue NE • Longer term if needed—determine if additional through lanes are needed EB and WB to create a five lane profile from Aurora Avenue N to 15th Avenue NE 	<p>Expand signal coordination and other intelligent transportation systems (ITS) strategies.</p> <p>Work with Sound Transit on the design of the light rail station and park-and-ride structure (see Alt. 4).</p> <p>SAME parking management strategies as Alt. 4.</p> <p>SAME traffic calming measures as Alt. 4.</p> <p>SAME transit service measures as Alt. 4.</p> <p>SAME bicycle and pedestrian measures as Alt. 4.</p>	<p>Encourage access from side streets and/or rear alleyways.</p> <p>Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness.</p> <p>Expand signal coordination and other intelligent transportation systems (ITS) strategies.</p> <p>Work with Sound Transit on the design of the light rail station and park-and-ride structure (see Alt. 4).</p> <p>SAME parking management strategies as Alt. 4.</p> <p>SAME traffic calming measures as Alt. 4.</p> <p>SAME transit service measures as Alt. 4.</p> <p>SAME bicycle and pedestrian measures as Alt. 4.</p>	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p> <p>Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound</p>	<ul style="list-style-type: none"> • Longer term if needed— implement intersection improvements at N 155th Street and Meridian Avenue N with channelized right turn lane for EB and WB approaches and dual left turn lanes for NB and SB approaches • Longer term if needed— Provide right turn lane for NB approach to N 155th Street and 1st Avenue N or provide signalization or roundabout at intersection • Longer term if needed— Provide additional through lanes in the NB and SB direction along 5th Avenue to create a five lane profile between 145th Street and 155th Street • Longer term if needed— Provide dual left turn lanes for EB approach to NE 155th Street and 5th Avenue NE 			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p> <p>Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound</p>	<p>N-NE 155th Street continued:</p> <ul style="list-style-type: none"> Longer term if needed— Intersection improvements at NE 155th Street and 15th Avenue NE dual left turn lanes for EB approach <p>5th Avenue NE improvements</p> <ul style="list-style-type: none"> Construct two-way left turn lane from I-5 NB on-ramp to N-NE 155th Street <p>Meridian Avenue N</p> <ul style="list-style-type: none"> Consistent with TMP, convert Meridian Avenue N to three lane profile with two-way left turn lane and bicycle lanes <p>Longer term if needed—Provide channelized right turn lane for NB approach to NE 150th Street and 15th Avenue NE.</p>			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p>	<p>Monitor the need for intersection improvements including roadway widening near intersections.</p> <p>Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 145th Street and other key corridors.</p> <p>Encourage access from side streets and/or rear alleyways.</p> <p>Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness.</p> <p>Expand signal coordination and other intelligent transportation systems (ITS) strategies.</p>			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p>	<p>Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate space is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood.</p> <p>Parking management strategies:</p> <ul style="list-style-type: none"> • Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers. • Consider implementing variable time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use. 			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p>	<p>Continued—Parking management strategies:</p> <ul style="list-style-type: none"> • Provide parking location signage and information to direct drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking. • Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply. • If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply. <p>Traffic calming:</p> <ul style="list-style-type: none"> • Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program. 			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p>	<p>Transit service improvements:</p> <ul style="list-style-type: none"> • Support implementation of recommendations of the King County Metro Transit Metro Connects Long range Plan. • City to coordinate with area transit agencies on transit service integration strategies and improvements over time. • Strategies the City may employ include construction of signal priority systems, queue jumps, and bus bulbs. • Support on-demand transport services by King • County Metro Access, Hyde Shuttles, and others. • Analyze the potential demand for other services (car and bike sharing programs, ridesourcing services, etc.). 			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p>	<p>Pedestrian & Bicycle Facilities:</p> <ul style="list-style-type: none"> • Implement recommended pedestrian and bicycle improvements in Lynnwood Link FEIS, 145th Multimodal Corridor Study (including off-corridor bike network), Shoreline Transportation Master Plan, and other plans, completing the pedestrian and bicycle network for efficient access to and from the station, within the subarea, and to surrounding neighborhoods and destinations. • Coordinate ongoing expansion of the bicycle and pedestrian network with transit service priority measures. • Implement the Green Network concept described in the FEIS in a phased approach with development. • Coordinate with Sound Transit on bike facilities at the station. 			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.3 Multimodal Transportation</p>	<p>Continued—Pedestrian & Bicycle Facilities:</p> <ul style="list-style-type: none"> • Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects. • Consider opportunity to implement bike sharing program and additional bike storage near station. • Continue to require and implement pedestrian and bicycle facilities and improvements. <p>Implement transportation demand management (TDM) strategies and actions to minimize traffic congestion along N-NE 145th Street and other key corridors.</p>			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management	<p>In areas proposed for upzoning, streams, wetlands, and buffers on sites proposed for redevelopment would be delineated and protected in accordance with the City’s Critical Areas Ordinance (CAO).</p> <p>Public parks and open space areas would continue to be retained as under existing conditions. Trees would be protected in these areas and in critical areas (streams, wetlands, buffers, and other designated critical areas) per the City’s CAO requirements.</p>	<p>In areas proposed for upzoning, streams, wetlands, and buffers on sites proposed for redevelopment would be delineated and protected in accordance with the City’s Critical Areas Ordinance (CAO).</p> <p>Public parks and open space areas would continue to be retained as under existing conditions. Trees would be protected in these areas and in critical areas (streams, wetlands, buffers, and other designated critical areas) per the City’s CAO requirements.</p>	<p>In areas proposed for upzoning, streams, wetlands, and buffers on sites proposed for redevelopment would be delineated and protected in accordance with the City’s Critical Areas Ordinance (CAO).</p> <p>Public parks and open space areas would continue to be retained as under existing conditions. Trees would be protected in these areas and in critical areas (streams, wetlands, buffers, and other designated critical areas) per the City’s CAO requirements.</p>	<p>In areas outside public parks and open space that would continue to be retained in single family use, home yards/lawns would continue to exist within and near wetlands, streams, and buffers; these critical areas likely would not be further delineated and protected.</p> <p>Public parks and open space areas would continue to be retained as under existing conditions.</p> <p>Surface water management regulations are applicable to different thresholds of development, regardless of the zoning designation.</p> <p>Concentrations of peat laden soils appear to be located primarily in already existing protected park lands.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management	<p>Surface water runoff would increase with redevelopment, but is required to be mitigated by various treatments and facilities in accordance with applicable local and state regulations. Flow control, preservation of hydrologic (surface and groundwater) systems, water quality treatment, and habitat protection are inherent elements of these regulations.</p> <p>There is the potential to restore and enhance stream corridors and habitat areas as mitigation requirements of redevelopment.</p> <p>Concentrations of peat laden soils appear to be located primarily in existing publicly owned park lands.</p> <p>Liquefaction susceptible areas mapped by the City appear to be located primarily in public park areas.</p>	<p>Surface water runoff would increase with redevelopment, but is required to be mitigated by various treatments and facilities in accordance with applicable local and state regulations. Flow control, preservation of hydrologic (surface and groundwater) systems, water quality treatment, and habitat protection are inherent elements of these regulations.</p> <p>There is the potential to restore and enhance stream corridors and habitat areas as mitigation requirements of redevelopment.</p> <p>Concentrations of peat laden soils appear to be located primarily in existing publicly owned park lands.</p> <p>Liquefaction susceptible areas mapped by the City appear to be located primarily in public park areas.</p>	<p>Surface water runoff would increase with redevelopment, but is required to be mitigated by various treatments and facilities in accordance with applicable local and state regulations. Flow control, preservation of hydrologic (surface and groundwater) systems, water quality treatment, and habitat protection are inherent elements of these regulations.</p> <p>There is the potential to restore and enhance stream corridors and habitat areas as mitigation requirements of redevelopment.</p> <p>Concentrations of peat laden soils appear to be located primarily in existing publicly owned park lands.</p> <p>Liquefaction susceptible areas mapped by the City appear to be located primarily in public park areas.</p>	<p>Liquefaction susceptible areas mapped by the City appear to be minimal within the subarea.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management	<p>Geotechnical, critical areas, and drainage reports are typical requirements of redevelopment projects subject to site development and building permits. These site-specific technical analyses will determine the exact extent of critical areas. Geotechnical reports would address soil suitability for redevelopment and recommended engineering techniques. Streams, wetlands, and buffers would be delineated, classified, and surveyed. Drainage reports will address City and Department of Ecology (DOE) requirements and determine methods for surface water management, including infiltration, green stormwater infrastructure and low impact development techniques, dispersion, conveyance, or other actions.</p> <p>To serve the Phase 1 area over the next twenty years, approximately 5,200 feet of conveyance improvements may</p>	<p>Geotechnical, critical areas, and drainage reports are typical requirements of redevelopment projects subject to site development and building permits. These site-specific technical analyses will determine the exact extent of critical areas. Geotechnical reports would address soil suitability for redevelopment and recommended engineering techniques. Streams, wetlands, and buffers would be delineated, classified, and surveyed. Drainage reports will address City and Department of Ecology (DOE) requirements and determine methods for surface water management, including infiltration, green stormwater infrastructure and low impact development techniques, dispersion, conveyance, or other actions.</p> <p>To serve the Phase 1 area over the next twenty years, approximately 4,900 feet of conveyance improvements may</p>	<p>Geotechnical, critical areas, and drainage reports are typical requirements of redevelopment projects subject to site development and building permits. These site-specific technical analyses will determine the exact extent of critical areas. Geotechnical reports would address soil suitability for redevelopment and recommended engineering techniques. Streams, wetlands, and buffers would be delineated, classified, and surveyed. Drainage reports will address City and Department of Ecology (DOE) requirements and determine methods for surface water management, including infiltration, green stormwater infrastructure and low impact development techniques, dispersion, conveyance, or other actions.</p> <p>To serve the Phase 1 area over the next twenty years, approximately 6,200 feet of conveyance improvements may</p>	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
<p>3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management</p> <p>OTHER POTENTIAL MITIGATION FOR THE ACTION ALTERNATIVES:</p> <ul style="list-style-type: none"> • Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment. 	<p>be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development (LID).</p> <p>If phasing boundaries are not adopted, surface water management improvements over a broader area in the next twenty years could add approximately another 5,000 to 6,000 feet of conveyance improvement needs (but likely would be mitigated/reduced).</p> <p>At full build-out, 22,950 feet of conveyance improvements may be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development.</p>	<p>be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development (LID).</p> <p>If phasing boundaries are not adopted, surface water management improvements over a broader area in the next twenty years could add approximately another 5,000 to 6,000 feet of conveyance improvement needs (but likely would be mitigated/reduced).</p> <p>At full build-out, 21,450 feet of conveyance improvements may be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development.</p>	<p>be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development (LID).</p> <p>If phasing boundaries are not adopted, surface water management improvements over a broader area in the next twenty years could add approximately another 5,000 to 6,000 feet of conveyance improvement needs (but likely would be mitigated/reduced).</p> <p>At full build-out, 23,800 feet of conveyance improvements may be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development.</p>	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
<p>3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas Public Services</p> <p>Note: Neighborhood parks can vary in size. The PROS Plan defines the size of neighborhood parks as being less than ten acres. The City prefers that these parks be at least three acres in size, but recognizes that parks smaller than three acres can sometimes serve special purposes.</p>	<p>By 2035: Estimated total population of 11,207 to 13,635 residents would generate demand for one new neighborhood park (in addition to the existing parks in the subarea), as well as other recreation and cultural services to serve the growing populations.</p> <p>At Build-Out: An estimated total of 32,367 people would live in 13,486 housing units, and 11,011 jobs/employees would occur in the subarea, generating demand for two to four new neighborhood parks and possibly other facilities (to be monitored and evaluated over time).</p> <p>Public parks and open space areas would continue to be retained as under existing conditions.</p>	<p>By 2035: Estimated total population of 11,207 to 13,635 residents would generate demand for one new neighborhood park (in addition to the existing parks in the subarea), as well as other recreation and cultural services to serve the growing populations.</p> <p>At Build-Out: An estimated total of 36,647 people would live in 15,270 housing units, and 9,639 jobs/employees would occur in the subarea, generating demand for two to four new neighborhood parks and possibly other facilities (to be monitored and evaluated over time).</p> <p>Public parks and open space areas would continue to be retained as under existing conditions.</p>	<p>By 2035: Estimated total population of 11,207 to 13,635 residents would generate demand for one new neighborhood park (in addition to the existing parks in the subarea), as well as other recreation and cultural services to serve the growing populations.</p> <p>At Build-Out: An estimated total of 34,643 people would live in 14,435 housing units, and 11,747 jobs/employees would occur in the subarea, generating demand for two to four new neighborhood parks and possibly other facilities (to be monitored and evaluated over time).</p> <p>Public parks and open space areas would continue to be retained as under existing conditions.</p>	<p>By 2035: Current level of parks, recreation, and open space would serve 20-year growth.</p> <p>Public parks and open space areas would continue to be retained as under existing conditions.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
<p>3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas Public Services</p> <p>Note: Adoption of phasing boundaries would not change the impact analysis because the parks and recreation service area extends beyond the Phase 1 boundary.</p>	<p>Additional potential mitigation measures to be implemented over time, include:</p> <ul style="list-style-type: none"> • Implement PROS Plan projects/improvements. • Acquire additional park land. • Develop a park impact fee program. • Ensure that pedestrian connections through parks to light rail station are designed and constructed in character with the parks. • Address increased activity in existing parks with capital investment/maintenance funding program. • Continue to plan and determine specific needs for spaces, facilities and programs to accommodate anticipated growth. • Adopt Subarea Plan policies that address parks, recreation, and the natural environment (see Section 3.5 of the FEIS). • Implement the Green Network concept plan described in this FEIS. 	<p>SAME additional potential mitigation measures to be implemented over time as listed under Alternative 4.</p>	<p>SAME additional potential mitigation measures to be implemented over time as listed under Alternative 4.</p>	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
<p>3.6 Schools, Police, Fire, and Other Public Services</p> <p>SCHOOLS Note: student population numbers shown are total, from existing and new households, and based on current ratio of students at each level.</p> <p>POLICE Note: Adoption of phasing boundaries would not change the impact analysis because schools and police service areas extend beyond the Phase 1 boundary.</p>	<p>By 2035 estimated 1,541 to 1,875 total new students would create additional demand for school facilities/services, as follows:</p> <p>793-965 elementary students 242-295 middle school students 506-615 high school students</p> <p>At Build-Out, 3,306 total additional students would be:</p> <p>1,701 elementary students 520 middle school students 1,085 high school students</p> <p>By 2035: 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space.</p> <p>At Build-Out, up to 20 new commissioned officers, as well as more equipment, vehicles, and facilities/space.</p>	<p>By 2035 estimated 1,541 to 1,875 total new students would create additional demand for school facilities/services, as follows:</p> <p>793-965 elementary students 242-295 middle school students 506-615 high school students</p> <p>At Build-Out, 3,895 total additional students would be:</p> <p>2,004 elementary students 613 middle school students 1,278 high school students</p> <p>By 2035: 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space.</p> <p>At Build-Out, up to 24 new commissioned officers, as well as more equipment, vehicles, and facilities/space.</p>	<p>By 2035 estimated 1,541 to 1,875 total new students, would create additional demand for school facilities/services, as follows:</p> <p>793-965 elementary students 242-295 middle school students 506-615 high school students</p> <p>At Build-Out, 3,619 total additional students would be:</p> <p>1,862 elementary students 569 middle school students 1,188 high school students</p> <p>By 2035: 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space.</p> <p>At Build-Out, up to 22 new commissioned officers, as well as more equipment, vehicles, and facilities/space.</p>	<p>By 2035 estimated 374 total new students would create additional demand for school facilities/services, as follows:</p> <p>192 elementary students 59 middle school students 123 high school students</p> <p>By 2035: 2.3 new commissioned officers would be needed, as well as more equipment, vehicles and facilities/space.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
<p>3.6 Public Services, Cont’d.</p> <p>FIRE AND EMERGENCY SERVICES</p> <p>SOLID WASTE *Housing units & commercial uses **Based on current waste generation levels; likely to be lower in coming decades Note: Adoption of phasing boundaries would not change the impact analysis because service areas extend beyond the Phase 1 boundary.</p>	<p>By 2035, an estimated 287 to 664 additional annual calls (staff, equipment, and facilities to support increase).</p> <p>At Build-Out, an estimated increase of 2,405 to 3,006 additional annual calls.</p> <p>By 2035, An estimated 1,226 to 2,257 more customers* would generate 28,198 to 51,911 additional pounds of solid waste per week.</p> <p>At Build-Out, 10,396 more customers* would generate 239,108 additional pounds of solid waste per week.**</p>	<p>By 2035, an estimated 287 to 664 additional annual calls (staff, equipment, and facilities to support increase).</p> <p>At Build-Out, an estimated increase of 2,833 to 3,541 annual calls.</p> <p>By 2035, An estimated 1,226 to 2,257 more customers* would generate 28,198 to 51,911 additional pounds of solid waste per week.</p> <p>At Build-Out, 12,125 more customers* would generate 278,875 additional pounds of solid waste per week.**</p>	<p>By 2035, an estimated 287 to 664 additional annual calls (staff, equipment, and facilities to support increase).</p> <p>At Build-Out, an estimated Increase of 2,632 to 3,290 additional annual calls.</p> <p>By 2035, an estimated 1,226 to 2,257 more customers* would generate 28,198 to 51, 911 additional pounds of solid waste per week.</p> <p>At Build-Out, 11,374 more customers* would generate 261,602 additional pounds of solid waste per week.**</p>	<p>By 2035: 272 to 340 additional annual calls (staff, equipment, and facilities to support increase).</p> <p>By 2035, 1,162 more customers* would generate 26,726 additional pounds of solid waste per week.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.6 Public Services, Cont'd CITY/MUNICIPAL SERVICES	By 2035, an estimated 2,886 to 5,314 more people would require 7.71 to 14.19 FTE additional City employees.	By 2035, an estimated 2,886 to 5,314 more people would require 7.71 to 14.19 FTE additional City employees.	By 2035, an estimated 2,886 to 5,314 more people would require 7.71 to 14.19 FTE additional City employees.	By 2035, and estimated 2,719 more people would require 7.26 FTE additional City employees.
	At Build-Out, an estimated 24,046 more people would require 64.2 FTE additional City employees.	At Build-Out, an estimated 28,326 more people would require 75.63 FTE additional City employees.	At Build-Out, an estimated 26,322 more people would require 70.28 FTE additional City employees.	
MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES Note: Adoption of phasing boundaries would not change the impact analysis because service areas extend beyond the Phase 1 boundary.	By 2035, an estimated 5.2 percent to 9.6 percent increase in demand for services.	By 2035, an estimated 5.2 percent to 9.6 percent increase in demand for services.	By 2035, an estimated 5.2 percent to 9.6 percent increase in demand for services.	By 2035, an estimated 4.9 percent increase in demand for services.
	At Build-Out, an estimated 43.38 percent increase in demand for services; a new library or satellite library may be needed.	At Build-Out, an estimated 51 percent increase in demand for services; a new satellite library may be needed.	At Build-Out, an estimated 47.48 percent increase in demand for services; a new satellite library may be needed.	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
<p>3.6 Public Services, Cont'd</p> <p>SCHOOLS</p> <p>POLICE</p> <p>FIRE AND EMERGENCY SERVICES</p> <p>SOLID WASTE</p> <p>CITY/MUNICIPAL SERVICES</p> <p>MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES</p>	<p>All service providers would monitor the need for additional services and facilities as population growth occurs in the subarea.</p> <p>The School District would continue to retain existing properties for future potential uses.</p> <p>Consider opportunities for satellite facilities (police, library, etc.).</p> <p>Certain service providers could explore eligibility to charge impact fees.</p> <p>Seek to reduce demand for services based on outreach, behavioral choices, planning, and design.</p> <p>City may consider increases in development application review fees.</p>	<p>All service providers would monitor the need for additional services and facilities as population growth occurs in the subarea.</p> <p>The School District would continue to retain existing properties for future potential uses.</p> <p>Consider opportunities for satellite facilities (police, library, etc.).</p> <p>Certain service providers could explore eligibility to charge impact fees.</p> <p>Seek to reduce demand for services based on outreach, behavioral choices, planning, and design.</p> <p>City may consider increases in development application review fees.</p>	<p>All service providers would monitor the need for additional services and facilities as population growth occurs in the subarea.</p> <p>The School District would continue to retain existing properties for future potential uses.</p> <p>Consider opportunities for satellite facilities (police, library, etc.).</p> <p>Certain service providers could explore eligibility to charge impact fees.</p> <p>Seek to reduce demand for services based on outreach, behavioral choices, planning, and design.</p> <p>City may consider increases in development application review fees.</p>	<p>Increases in households and businesses would result in increased revenue to help offset cost of providing additional services and facilities.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
<p>3.6 Public Services, Cont'd</p> <p>SCHOOLS</p> <p>POLICE</p> <p>FIRE AND EMERGENCY SERVICES</p> <p>SOLID WASTE</p> <p>CITY/MUNICIPAL SERVICES</p> <p>MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES</p>	<p>Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.</p> <p>Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities.</p> <p>Consider the need for potential increases in fees for services to address growth.</p> <p>In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.).</p>	<p>Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.</p> <p>Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities.</p> <p>Consider the need for potential increases in fees for services to address growth.</p> <p>In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.).</p>	<p>Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.</p> <p>Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities.</p> <p>Consider the need for potential increases in fees for services to address growth.</p> <p>In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.).</p>	<p>Increases in households and businesses would result in increased revenue to help offset cost of providing additional services and facilities.</p>

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.7 Utilities	At Build-Out:	At Build-Out:	At Build-Out:	At Build-Out:
WATER	3,091,000 total gallons per day compared to 690,000 current usage; 348% growth in demand.	3,298,000 total gallons per day compared to 690,000 current usage; 378% growth in demand.	3,305,000 total gallons per day compared to 690,000 current usage; 379% growth in demand.	926,000 gallons per day compared to 690,000 current usage; 34% growth in demand.
WASTEWATER	3,609,000 gpd compared to 813,000 gpd current usage; 344% increase in demand for service compared to current service level.	3,866,000 gpd compared to 813,000 gpd current usage; 376% increase in demand for service compared to current service level.	3,860,000 gpd compared to 813,000 gpd current usage; 374% increase in demand for service compared to current service level.	1,090,000 gpd compared to 813,000 gpd current usage; 34% increase in demand for service compared to current service level.
ELECTRICITY	360% increase in demand for electricity; undergrounding.	400% increase in demand for electricity; undergrounding.	417% increase in demand for electricity; undergrounding.	36% increase in demand for electricity.
NATURAL GAS	Major increase in demand at build-out.	Major increase in demand at build-out.	Major increase in demand at build-out.	Minor increase in demand.
COMMUNICATIONS (Phone, Internet, Cable)	Major increase in demand at build-out.	Major increase in demand at build-out.	Major increase in demand at build-out.	Minor increase in demand.
	<p>Notes:</p> <p>Only impacts at build-out were characterized in the analysis; then mitigation/capital projects were estimated as a percent growth of build-out to identify those needed in the next twenty years to support growth.</p> <p>Differences in impacts related to adopting Phase 1 and Phase 2 boundaries are discussed in the text of the FEIS (Section 3.7).</p>			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
<p>3.7 Utilities</p> <p>WATER</p> <p>See FEIS for a more detailed description of water system improvement needs.</p>	<p>By 2035:</p> <ul style="list-style-type: none"> Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning. Evaluate/verify long-term storage and facilities needs. Upgrade approximately 5,000 to 6,000 LF of existing SPU 4" and 6" mains to 8" (see Section 3.7 of FEIS for details). Upgrade approximately 12,000 LF of existing North City Water 6" mains to 8" (see Section 3.7 for details). <p>To Serve Build-Out:</p> <ul style="list-style-type: none"> Upgrade 5,200 LF of 8" mains, as well as valves & hydrants in the Seattle Public Utilities (SPU) system. Upgrade 13,500 LF 8" mains and 17,600 LF 12" mains and valves & hydrants the North City Water system. 	<p>By 2035:</p> <ul style="list-style-type: none"> Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning. Evaluate/verify long-term storage and facilities needs. Upgrade approximately 5,000 to 6,000 LF of existing SPU 4" and 6" mains to 8" (see Section 3.7 of FEIS for details). Upgrade approximately 12,000 LF of existing North City Water 6" mains to 8" (see Section 3.7 for details). <p>To Serve Build-Out:</p> <ul style="list-style-type: none"> Upgrade 7,600 LF of 8" mains, as well as valves & hydrants in the Seattle Public Utilities (SPU) system. Upgrade 10,900 LF 8" mains and 24,100 LF 12" mains and valves & hydrants the North City Water system. 	<p>By 2035:</p> <ul style="list-style-type: none"> Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning. Evaluate/verify long-term storage and facilities needs. Upgrade approximately 5,000 to 6,000 LF of existing SPU 4" and 6" mains to 8" (see Section 3.7 of FEIS for details). Upgrade approximately 12,000 LF of existing North City Water 6" mains to 8" (see Section 3.7 for details). <p>To Serve Build-Out:</p> <ul style="list-style-type: none"> Upgrade 12,700 LF of 8" mains, as well as valves & hydrants in the Seattle Public Utilities (SPU) system Upgrade 20,700 LF 8" mains and 21,300 LF 12" mains and valves & hydrants the North City Water system. 	<p>By 2035:</p> <ul style="list-style-type: none"> Utility providers would need to implement already planned improvements. Upgrade 1,600 LF of mains, as well as valves & hydrants in the Seattle Public Utilities (SPU) system. Upgrade 4,700 LF of mains, as well as valves & hydrants in the North City Water system.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.7 Utilities</p> <p>WASTEWATER</p> <p>See FEIS for a more detailed description of wastewater system and surface water system improvement needs.</p>	<p>By 2035:</p> <ul style="list-style-type: none"> Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning. Upgrade 1,400 LF of 30" trunk main, 130 LF of 18" trunk main, 2,300 LF of 18" or larger mains, and 8,100 LF of 12" to 15" mains. 	<p>By 2035:</p> <ul style="list-style-type: none"> Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning. Upgrade 1,400 LF of 30" trunk main, 130 LF of 18" trunk main, 2,300 LF of 18" or larger mains, and 8,400 LF of 12" to 15" mains. 	<p>By 2035:</p> <ul style="list-style-type: none"> Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning. Upgrade 1,400 LF of 30" trunk main, 130 LF of 18" trunk main, 3,000 LF of 18" or larger mains, and 8,800 LF of 12" to 15" mains. 	<p>By 2035:</p> <ul style="list-style-type: none"> Utility providers would need to implement already planned improvements. Existing system would not need to be upgraded.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
<p>3.7 Utilities</p> <p>ELECTRICITY</p> <p>NATURAL GAS</p> <p>COMMUNICATIONS (Phone, Internet, Cable)</p>	<p>To Serve 2035 and Build-Out Growth: Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.</p> <p>Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.</p> <p>Consider the need for potential increases in fees for services to address growth.</p> <p>Explore district energy options and incentivize green building.</p> <p>Behavioral changes may offset some demand for services.</p>	<p>To Serve 2035 and Build-Out Growth: Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.</p> <p>Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.</p> <p>Consider the need for potential increases in fees for services to address growth.</p> <p>Explore district energy options and incentivize green building.</p> <p>Behavioral changes may offset some demand for services.</p>	<p>To Serve 2035 and Build-Out Growth: Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades.</p> <p>Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.</p> <p>Consider the need for potential increases in fees for services to address growth.</p> <p>Explore district energy options and incentivize green building.</p> <p>Behavioral changes may offset some demand.</p>	<p>Continue along current service planning path; increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.</p>