



185th Street Station Subarea Planned Action

FINAL ENVIRONMENTAL IMPACT STATEMENT

DECEMBER 2014



185th Street Station Subarea Plan

Planned Action Final Environmental Impact Statement

Prepared for:



Prepared by:



December 2014

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Appendix

Acronyms

Glossary

Public and Stakeholder Involvement: Community Visioning, Design Workshops, and Other Engagement

Scoping Notice



FACT SHEET

Project Title

185th Street Station Subarea Plan (a Planned Action of the City of Shoreline)

Proposed Action and Alternatives

Four alternatives are qualitatively compared and analyzed in this 185th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS):

- Alternative 4—Preferred Alternative adopts a broader extent of land use change than the alternatives previously analyzed in the Draft Environmental Impact Statement (DEIS). Upon completion of the DEIS, the City of Shoreline selected this preferred alternative to be studied in the FEIS based on the results of the environmental analysis, public and agency comments, recommendations of the Planning Commission, and a decision by the City Council that more capacity and flexibility to accommodate future growth in the station subarea should be considered. The Preferred Alternative includes many of the same features of Alternative 3—Previous Most Growth, but proposes a greater extent of zoning change and an overall higher level of growth than Alternative 3.

The potential impacts of this additional growth have been analyzed in this FEIS as required by the State

Environmental Policy Act (SEPA) for Planned Actions. Mitigation measures have been identified to address the probable impacts identified. With implementation of these mitigation measures, no significant unavoidable adverse impacts are anticipated with the implementation of Alternative 4—Preferred Alternative.

Discussions around increasing redevelopment capacity under Alternative 4 have focused on the opportunity to maximize flexibility for redevelopment in the subarea. This alternative also would provide the most capacity to meet Shoreline’s overall housing growth targets over the long term and in the coming decades. Alternative 4 offers the potential to realize a greater level of redevelopment that is consistent with local and regional plans and policies for high-capacity transit station subareas, with a diversity of housing choices to fit varying income levels and household sizes.

- Under Alternative 4, changes to land use patterns would occur more broadly than that proposed under Alternative 3 or 2. As an outcome of community workshops, there was a strong interest in framing potential growth along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor—an important connecting route between Shoreline’s Town Center (Aurora Avenue N) and North City. Alternative 4 maximizes redevelopment along this corridor and within the subarea to the north and south of this corridor within a one-half mile walking distance. With the proposed extent of redevelopment under Alternative 4, a broader extent of improvements would

be expected to occur over time in the subarea than under the other action alternatives.

- Alternative 3—Previous Most Growth, which was labeled as “Alternative 3—Most Growth” in the DEIS, would adopt a new framework for land use and supporting improvements. Alternative 3 proposes more extensive changes in zoning with higher densities and affecting a larger area than under Alternative 2, but less than Alternative 4. As under Alternative 4, the area of change under Alternative 3 is focused along the N-NE 185th Street/10th Avenue NE/NE 180th Street connecting corridor and to the north and south of the corridor.
- Alternative 2—Some Growth proposes less zoning change than Alternatives 4 and 3, with rezoning focused more compact to the N-NE 185th Street/10th Avenue NE/NE 180th Street connecting corridor.
- Alternative 1—No Action would retain existing planning and zoning provisions in the station subarea.

The City and community members have been working on the *185th Street Station Subarea Plan* since spring 2013 with the intent of creating a land use, transportation, and infrastructure framework to support implementation of a livable, workable, equitable, and sustainable transit-oriented community in Shoreline. In addition to supporting the regional investment in high-capacity transit, the subarea plan supports Shoreline Comprehensive Plan goals and policies, and implements the City’s Vision 2029.

The three action alternatives, Alternative 4—Preferred Alternative, Alternative 3—Previous Most Growth, and Alternative 2—Some Growth, all grew out of the design concept that emerged from the community workshop series, which was to create a “main street corridor.” This concept has been analyzed in varying degrees of intensity in each of the potential growth scenarios.

The No Action Alternative would retain the current provisions of the Comprehensive Plan and other existing plans, as well as development regulations applicable to the subarea. This FEIS assumes that the light rail station would be implemented with or without zoning changes in the subarea. Although individual properties could be developed to the maximum allowable density under current zoning in the No Action Alternative, this is not consistent with the vision for vibrant, transit-oriented communities throughout the region and in Shoreline.

With the completion of this FEIS, the City of Shoreline intends to finalize and adopt the *185th Street Station Subarea Plan* and a supporting Planned Action Ordinance. The City also intends to amend its current Comprehensive Plan and other applicable plans as well as the Shoreline Development Code, as required to support the plan and ordinance.

With adoption of the Planned Action Ordinance for the Subarea Plan, future development applications that are consistent with the Planned Action would not be subject to further environmental review under SEPA, because of the extent of environmental analysis already provided. The Planned Action process is intended to emphasize quality environmental review of

early planning efforts and provide the opportunity for early public input to shape decisions.

Under the No Action Alternative, SEPA review and compliance would be required on a per-project basis in the future depending on the extent of redevelopment proposed. While the No Action Alternative would occur under the current adopted Comprehensive Plan and Development Code, it would not be consistent in meeting the City's stated objectives in the Comprehensive Plan for implementing transit-oriented communities around the proposed light rail stations.

Location

Through a separate public process for the Lynnwood Link Extension, which also included development of a DEIS, Sound Transit identified NE 185th Street on the east side of Interstate 5 (I-5), north of the overpass, 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, is planned to be located on the west side of I-5, also north of the 185th Street overpass. The City of Shoreline supports the station location included in 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 *185th Street Station Subarea Plan* and completing environmental analysis for this DEIS, the City of Shoreline Planning Commission determined study area boundaries through consideration of factors such as topography, ability to walk and bike to and from the station, policy direction, existing conditions, and other influences. The Planning

Commission recommended using two sets of boundary lines applicable to these conditions. As such, for this FEIS, the subarea is defined by two boundaries, one that delineates the study area for land use and another that delineates the study area for mobility (multimodal transportation). These boundaries were reviewed and adopted by City Council for use in the planning and environmental analysis process. Refer to **Figure 1-3** in Chapter 1 for depictions of these study area boundaries surrounding the 185th light rail station location.

The rectangular-shaped subarea includes portions of the Echo Lake, Meridian Park, and North City neighborhoods, with 185th Street as a central spine from the Aurora Avenue N (SR 99) corridor to 15th Avenue NE corridor. The subarea extends approximately one-half mile to the north and south of the 185th corridor. For more information about the study area boundaries, refer to Chapter 1, Section 1.3.2.

Proponent

City of Shoreline

Lead Agency

City of Shoreline

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Planned Action Environmental Impact Statement Process

The Washington state legislature adopted the Planned Action process for SEPA to emphasize quality environmental review of early planning efforts and early public input to shape decisions. Basic steps in designating and implementing Planned Actions are to:

- Prepare an environmental impact statement (EIS);
- Designate the Planned Action improvement area by ordinance, where future projects would develop consistent with the EIS analysis; and

- Review permit applications for future projects for consistency with the designated Planned Action (based on an environmental checklist prepared by project proponents to compare proposed improvements to the Planned Action analysis).

The intent is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage. A Planned Action designation by a jurisdiction reflects a decision that adequate environmental review has been completed and further environmental review under SEPA, for each specific development proposal or phase, would not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in the adopted Planned Action Ordinance and supporting environmental analysis. Although future proposals that qualify as fitting within the threshold of the Planned Action would not be subject to additional SEPA review, they would be subject to application notification and permit process requirements. For projects located within the proposed MUR-85' zone, with proponents choosing to proceed through a development agreement, additional public review would be part of that process.

The Planned Action Ordinance would be expected to help catalyze redevelopment and revitalization in the light rail station subarea. Property owners and potential developers would be encouraged to redevelop by the more predictable development process that takes place under the Planned Action process. This FEIS helps the City identify impacts of development and specific mitigation measures that developers would have to meet to qualify for a Planned Action project.

Required Approvals

In order to implement the selected alternative as an outcome of this FEIS, the following must be approved by the City Council:

- Adoption of a final *185th Street Station Subarea Plan* and provisions and regulations that would require amendments to the City's Comprehensive Plan and the Shoreline Development Code (Title 20); and
- Adoption of a Planned Action Ordinance.

After these City actions, permits to be acquired by individual development proposals would likely include, but not be limited to: land use permits, site development permits, building permits, and right-of-way permits. If the proposed development is consistent with the subarea plan and analysis in this FEIS, additional environmental analysis would not be required.

As mentioned previously, some project proponents may choose to proceed through a development agreement process, which would involve additional public review, but offers the opportunity for density and height bonuses with the provision of elements such as affordable housing, green building, the provision of public park space, and underground parking.

Environmental Impact Statement

Authors and Principal Contributors

This document has been prepared under the direction of the City of Shoreline, Planning & Community Development Department. Principal and contributing consultants are listed below.

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Date of Final Environmental Impact Statement Issuance

November 26, 2014

Public Comments/Due Date

The City of Shoreline will accept written comments on or before the public hearing on **January 15, 2015**. The public hearing will be held on the full Subarea Plan package (including the FEIS) by the Planning Commission in the Council Chambers of City Hall (17500 Midvale Avenue N, Shoreline, WA 98133), from 7:00 pm to 9:00 pm.

If mailing comments via the US Postal Service, comments must be postmarked by Midnight, January 14, 2015. If providing written comments via hand or commercial delivery, comments must be submitted by 5:00 pm, January 15, 2015. Address comments as follows:

Miranda Redinger

Department of Planning & Community Development
City of Shoreline
17500 Midvale Avenue N.
Shoreline, WA 98133

Comments also may be submitted via email to:
mredinger@shorelinewa.gov

Type and Timing of Subsequent Environmental Review

The City has prepared this FEIS, which analyzes a new alternative, Alternative 4—Preferred Alternative, as well as the potential to phase zoning, and contains responses to comments received on the DEIS (Chapter 4 of this FEIS). The City is also preparing a Subarea Plan and Planned Action Ordinance and accompanying amendments to the Comprehensive Plan and zoning provisions. The Planned Action Ordinance includes a list of mitigation measures and updated Development Code regulations to support implementation of the Planned Action. Together these documents constitute the Subarea Plan package and all will be subject to the January 15, 2015 public hearing.

Date of Final Action and Implementation

The City anticipates taking final action on the adoption of the *185th Street Station Subarea Plan*, FEIS, and Planned Action Ordinance, along with supporting Comprehensive Plan and code amendments, at the **February 23, 2015** City Council meeting.

Previous Relevant Environmental and Planning Documents

Prior relevant environmental review was conducted in the DEIS for this Planned Action, as well as the following EISs, including the City's Comprehensive Plan and subsequent amendments:

- *185th Street Station Subarea Planned Action Draft Environmental Impact Statement, June 2014*
- *Lynnwood Link Extension Draft Environmental Impact Statement by Sound Transit, July 2013*
- *City of Shoreline Comprehensive Plan update, adopted by Ordinance 649 on December 10, 2012*
- *City of Shoreline Town Center Subarea Plan, adopted by City Council, July 25, 2011*
- *North City Sub-Area Plan, City of Shoreline, Washington, adopted as a Comprehensive Plan Amendment, July 2001*
- *City of Shoreline Transportation Master Plan, adopted December 12, 2011.*

Where appropriate, relevant information found in prior environmental and planning documents is referenced and considered in this FEIS.

Location of Background Information

See “Contact Persons” above.

Availability of this FEIS and Copies for Purchase

This FEIS is posted on the City’s home webpage for the project: www.shorelinewa.gov/185FEIS, and may be downloaded and reviewed for free. Desk copies are available for review at Shoreline City Hall (17500 Midvale Avenue N, Shoreline, WA, 98133) and at Shoreline Libraries (345 NE 175th Street, Shoreline, WA 98133 and 19601 21st Ave NW, Shoreline, WA 98177).

Copies of this FEIS (printed or on compact discs) may be purchased from the City of Shoreline Department of Planning and Community Development (17500 Midvale Avenue N, Shoreline, WA, 98133, see “Contact Persons”) for the cost of production.

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