

**ATTACHMENT A, EXHIBIT A**  
**185<sup>TH</sup> STREET STATION SUBAREA PLAN**  
**PLANNED ACTION MITIGATION MEASURES**

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that may have adverse impacts upon the environment.

In order to meet SEPA requirements, the City of Shoreline issued the Draft 185<sup>th</sup> Street Station Subarea Planned Action Environmental Impact Statement on June 9, 2014, and the Final Environmental Impact Statement on November 20, 2014. The Draft Environmental Impact Statement and the Final Environmental Impact Statement are referenced collectively herein as the “EIS.” The EIS has identified probable significant impacts that would occur with the future development of the Planned Action area, together with a number of potential measures to mitigate those significant impacts.

The purpose of this Mitigation Document is to establish specific mitigation measures for qualified Planned Action development proposals, based upon significant impacts identified in the EIS. The mitigation measures would apply to future development proposals that are consistent with the Planned Action development envelope reviewed in the EIS and that are located within the Planned Action area (see Exhibit A).

#### **USE OF TERMS**

As several similar terms are used in this Mitigation Document, the following phrases or words are defined briefly:

##### **SEPA Terms**

The discussion of mitigation measures may refer to the word’s action, planned action, or proposal, and for reference these terms are identified below.

- “Action” means projects or programs financed, licensed, regulated, conducted or approved by an Agency. “Project actions” involve decisions on a specific project such as a construction or management activity for a defined geographic area. “Non-project” actions involve decisions about policies, plans or programs. (see WAC 197-11-704)
- “Planned Action” refers to types of project actions that are designated by ordinance for a specific geographic area and addressed in an EIS, including any Addendum, in conjunction with a comprehensive plan or subarea plan, a fully contained community, a master planned resort, a master planned development or phased project. (see WAC 197-11-164)
- “Proposal” means a proposed action that may be an action and regulatory decision of an agency, or any action proposed by applicants. (see WAC 197-11-784)

##### **Other Terms**

The Planned Action area may be referred to as the 185<sup>th</sup> Street Station Subarea Planned Action area, project site, or project area in this document.

### **General Interpretation**

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure is mandatory in order to qualify a project as a Planned Action. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action and/or to reduce transportation mitigation impact fees.

Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

### **DEVELOPMENT PROPOSED UNDER THE PLANNED ACTION**

The proposal reviewed in the EIS included designation of the 185<sup>th</sup> Street Station Subarea as a Planned Action area for the purposes of State Environmental Policy Act (SEPA) compliance, pursuant to RCW 43.21C.440 and WAC 197-11-164, and adoption of amendments to the Development Code addressing form-based zoning, parking standards and design standards, and the development projects that implement the Planned Action. The Planned Action designation would encourage the creation of walkable, Transit Oriented Communities, and with a mix of housing opportunities, employment, retail and other community amenities. Under this Planned Action, redevelopment in the period through 2035 would add between 502 and 928 new jobs and between 1,140 to 2,190 new housing units in the Planned Action area. The Planned Action area is shown in Exhibit A.

### **MITIGATION**

Based on the EIS, which is incorporated by reference, this Mitigation Document summarizes significant adverse environmental impacts that are anticipated to occur in conjunction with the development of planned action projects in the next 20 years. Mitigation measures, identified in the EIS, are reiterated here for inclusion in conjunction with proposed projects to mitigate related impacts and to qualify as Planned Action projects.

Consistency review under the Planned Action, site plan review, and other permit approvals will be required for specific development actions under the Proposed Action pursuant to WAC 197-11-172. Additional project conditions may be imposed on planned action projects based upon the analysis of the Planned Action in relationship to other City, state or federal requirements or review criteria.

Any applicant for a project within the Planned Action area may propose alternative mitigation measures, if appropriate and/or as a result of changed circumstances, in order to allow equivalent substitute mitigation for identified impacts. Such modifications would be evaluated by the City SEPA Official prior to any project approvals by the City.

As permitted by WAC 197-11-660, it is recognized that there may be some adverse impacts that are unavoidable because reasonable or feasible mitigation cannot be achieved for the Planned Action.

The combination of regulations applicable to each element of the environment and mitigation measures identified in the EIS and documented in this Mitigation Document that are applied to any planned action proposal will adequately mitigate all significant environmental impacts associated with Planned Action proposals.

Mitigation measures are provided below for each element of the environment analyzed in the EIS.

## **ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

The EIS identifies a summary of impacts and mitigation measures for land use, population/housing/employment, multi-modal transportation, public services, and utilities. Please refer to the Draft and Final EIS for complete text associated with each element of the environment. The following is a summary of impacts and the mitigation measures applicable to impacts on each element of the environment.

### **Land Use Mitigation Measures**

#### **Summary of Impacts**

The preferred alternative would result in the greatest extent of change, covering the most geographic area. 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 (less than under Alternative 3; more than under Alternative 2). The preferred alternative would preserve some areas of single family in the subarea, but less than under Alternative 3 and 2.

Intensity of land use including density, building height, and mass of urban form would be greater under the preferred alternative than under Alternatives 3 and 2. Potential impacts to land use compatibility between new and existing land uses would require mitigation.

#### **Applicable Regulations and Commitments**

Development under the Planned Action will be required to comply with the Development Code regulations identified in SMC 20.50. Applicable standards include dimensional standards, uses, site design standards, building design standards, and landscaping. Redevelopment that complies with these guidelines would, in many cases, represent an improvement over existing land use compatibility.

### **Mitigation Measures**

Change will occur incremental over many decades. Proactive planning and capital investments will support the implementation of the adopted Station Subarea Plan over time. The City will update the Shoreline Municipal Code Title 20, the Development Code, to encourage best design practices and design features that enhance the neighborhood and provide a suitable transition between uses. Potential implementation of phased zoning may provide more focus and predictability for the first stages of change.

## **Population, Housing and Employment**

### **Summary of Impacts**

The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives. In the first 20-years, population is projected to grow between 2,916 people and 5,399 people.

At full build-out, more capacity for affordable housing and housing choices would be present over the long term in the preferred alternative.

The preferred alternative provides fewer employment opportunities than under Alternative 3, but still provides significant capacity for employment growth to help meet City's targets and balance the jobs-to-housing ratio

### **Applicable Regulations and Commitments**

Development under the Planned Action will be required to comply with the Development Code regulations identified in SMC 20.50. Applicable standards include the use table in SMC 20.40.160 which identifies which uses are allowed in the MUR Zones.

### **Mitigation Measures**

Population is expected to grow incrementally over many decades. Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan will occur over time. The City will update the Shoreline Municipal Code Development Code standards to encourage a greater level of affordable housing, housing choices, and expand uses allowed in the Station Subarea. The potential implementation of phased zoning will be explored to provide more focus and predictability for initial decades of growth.

## **Transportation Mitigation Measures**

### **Summary of Impacts**

By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station.

The most heavily traveled routes for traffic would be N-NE 185<sup>th</sup> Street, Meridian Avenue N, and NE 175<sup>th</sup> Street from Meridian to Interstate 5; volumes on N-NE 185<sup>th</sup> Street may reach 20,000 vehicles per day (compared to current daily volumes of 9,700).

At Build-Out: 23,554 new households and 15,340 new employees would generate additional trips (to the total of 20,111 peak PM trips).

### **Applicable Regulations and Commitments**

Development will comply with the City's development standards with regards to street improvements in the City's Municipal Code and Engineering Standards.

### **Mitigation Measures**

#### **By 2035 or earlier:**

- Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects
- N-NE 185<sup>th</sup> Street: two-way left-turn lane
- Meridian Ave N: two-way left-turn lane
- N 185<sup>th</sup> St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket
- Expanded turn pocket lengths for Meridian Ave N and 175<sup>th</sup> St intersection
- Intersection improvements at 15<sup>th</sup> Avenue NE and NE 175<sup>th</sup> St Intersection

#### **By 2035:**

- Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185<sup>th</sup> Street, Meridian Avenue N, and other key corridors
- Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures
- Develop specific N-NE 185<sup>th</sup> corridor plan to prepare for redevelopment
- Continue to monitor traffic volumes on N-NE 185<sup>th</sup> Street on a bi-annual basis to identify changes in congestion patterns
- Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185<sup>th</sup> Street
- Expand signal coordination and other intelligent transportation systems (ITS) strategies
- Consistent with the TMP, reconfigure the N 185<sup>th</sup> Street/Meridian Avenue N intersection
- Provide protected/permitted phasing for NB and SB left-turn movements at N 185<sup>th</sup> Street and Meridian Avenue N

- Signalization of the intersections along N-NE 185<sup>th</sup> Street at 5<sup>th</sup> Avenue NE and 7<sup>th</sup> Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023
- As traffic volumes approach the capacity of N-NE 185<sup>th</sup> Street, evaluate adding lane capacity from Aurora Avenue N to 7<sup>th</sup> Avenue NE
- Consistent with the TMP, reconfigure the N 175<sup>th</sup> Street/Meridian Avenue N intersection
- NE 175<sup>th</sup> Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation
- Consistent with the TMP, add bicycle lanes along 1<sup>st</sup> Avenue NE from the 195<sup>th</sup> Street trail to NE 185<sup>th</sup> Street
- Consistent with the TMP, reconstruct 5<sup>th</sup>/7<sup>th</sup> Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175<sup>th</sup> Street NE to NE 185<sup>th</sup> Street and 5<sup>th</sup> Avenue NE from NE 185<sup>th</sup> Street to NE 195<sup>th</sup> Street
- Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns
- Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes
- Consistent w/ TMP, install sidewalks on both sides of 10<sup>th</sup> Avenue NE from NE 175<sup>th</sup> St to NE 195<sup>th</sup> St
- Consistent with the TMP, install sidewalks on both sides of NE 180<sup>th</sup> Street from 15<sup>th</sup> to 10<sup>th</sup> Ave NE
- Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station
- 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 spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood
- Work with Sound Transit on the N-NE 185<sup>th</sup> Street bridge improvements with a focus on multi-modal access and safety

### **Parking management strategies:**

- 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 time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use
- Provide parking location signage directing 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

#### **Traffic calming:**

- Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program

#### **Transit service improvements:**

- As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185<sup>th</sup> Street corridor to ensure transit vehicles can operate efficiently through the study area.
- Strategies the city may employ include construction of signal priority systems, queue jumps and bus bulbs.
- Target potential chokepoints along N-NE 185<sup>th</sup> Street for these improvements, such as Meridian Avenue N and/or 5<sup>th</sup> Avenue NE.
- Evaluate the potential signalization of NE 185<sup>th</sup> Street and 7<sup>th</sup> Avenue NE to allow for efficient access of busses into and out of the light rail station.

#### **Pedestrian & Bicycle Facilities (In addition to above):**

- Evaluate potential improvements on N-NE 185<sup>th</sup> from the Interurban Trail to the station including cycle tracks
- Coordinate with Sound Transit on bike facilities at the station
- Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects
- Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195<sup>th</sup> Street pedestrian and bicycle bridge to the station
- See Perkins Way recommendation above
- Install bike lanes on 10<sup>th</sup> Avenue NE
- Consider opportunity to implement bike sharing program and additional bike storage near station

#### **To Serve Build-Out Growth:**

- Additional through-lanes along N/NE 185<sup>th</sup> Street from 10<sup>th</sup> Avenue NE to Aurora Avenue N
- Additional right-turn pockets for the eastbound and westbound approaches along N 185<sup>th</sup> Street at the intersection with Meridian Avenue N

- Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175<sup>th</sup> Street and N 205<sup>th</sup> Street with a right-turn pocket on the northbound approach to N 185<sup>th</sup> Street
- Dual left-turn pockets for the southbound approach at 1<sup>st</sup> Avenue NE and NE 185<sup>th</sup> Street
- Right-turn pocket for the westbound approach at 5<sup>th</sup> Avenue NE and NE 185<sup>th</sup> Street
- Two-way left-turn lane along 5<sup>th</sup> Avenue NE between NE 175<sup>th</sup> Street and NE 185<sup>th</sup> Street
- Dual left-turn pocket for eastbound approach at 15<sup>th</sup> Avenue NE and NE 175<sup>th</sup> Street
- Northbound right-turn lane at N 175<sup>th</sup> Street and Meridian Avenue N
- Signalization of the following intersections:
  - NE 185<sup>th</sup> Street and 5<sup>th</sup> Avenue NE
  - NE 185<sup>th</sup> Street and 7<sup>th</sup> Avenue NE
  - NE 185<sup>th</sup> Street and 10<sup>th</sup> Avenue NE
- Signalization or roundabout conversion of the following intersection:
  - NE 180<sup>th</sup> Street and 10<sup>th</sup> Avenue NE
- To Serve Build-Out, Cont'd:
  - Widening of the 5<sup>th</sup> Avenue NE and NE 175<sup>th</sup> Street intersection to facilitate bus turns from EB NE 175<sup>th</sup> St to NB 5<sup>th</sup> Avenue NE. Only smaller buses can make the turn today
  - NE 175<sup>th</sup> Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation

**Other Mitigation Measures:**

- Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program
- Continue to support transit service mitigation measures as needed
- Implement programs such as bike sharing and car sharing programs working with service providers
- Continue to require and implement pedestrian and bicycle facilities and improvements

**Public Services Mitigation Measures**

**Summary of Impacts**

**Schools:**

By 2035:

723-893 elementary students

223-276 middle school students

522-646 high school students

At Build-Out:

7,891 elementary students

2,439 middle school students

5,703 high school students

### **Parks, recreation, and open space**

By 2035:

Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park

At Build-Out:

Would generate demand for nine to ten new neighborhood parks and possibly other facilities to be monitored and evaluated over time

### **Police**

By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space

At Build-Out

Up to 41 new commissioned officers, as well as more equipment, vehicles and facilities/space

### **Fire and emergency services**

By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase)

At Build-Out:

Increase to an additional 4,859 to 6,089 annual calls

### **Solid waste**

By 2035: 3,418 to 6,327 more people; 32,813 to 60,739 additional pounds of waste management per week

At Build-Out: 62,477 more people; 599,779 additional pounds of waste management per week

### **City/municipal services**

By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees

At Build-Out: 48,585 more people would require 122 FTE City employees

### **Museum, library, postal, and human services**

By 2035: 5.3 percent to 9.9 percent increase in demand for services

At Build-Out: 88.7 percent increase in demand for services; a new library or satellite library may be needed

### **Mitigation Measures**

- 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

- Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities
- Consider the need for potential increases in fees for services to address growth
- In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.)

## **Utilities Mitigation Measures**

### **Summary of Impacts**

#### **Water**

5,120,637 total gallons per day

Compared to 669,180 current usage

#### **Wastewater**

661% increase in demand for service compared to current service level

#### **Surface Water**

37% increase in surface water/303.10 cfs

#### **Electricity**

699% increase in demand for electricity; undergrounding

#### **Natural Gas**

Major increase in demand

#### **Communications**

Major increase in demand

### **Mitigation Measures**

#### **Water**

By 2035:

- 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 8,610 linear feet (LF) of 12” water mains, valves, and hydrants in the North City Water District
- Upgrade 3,030 LF of 12” water mains and 1,480 of 8” water mains, as well as valves and hydrants in the Seattle Public Utilities (SPU) system

To Serve Build-Out:

- Upgrade 36,969 LF of 12” and 317 LF 8” mains, as well as valves & hydrants in the North City Water District

- Upgrade 30,515 LF of 12” and 5,485 LF of 8” mains, as well as valves and hydrants in the SPU system

### **Wastewater**

By 2035:

- 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 9,450 LF of 18” or larger mains, and 648 LF of 12” to 15” mains; upsize lift station #15

To Serve Build-Out:

- As the service provider, the City would need to upgrade 30,777 LF of 18” or larger and 26,584 LF of 12” to 15” mains and other facilities
- Upsize Lift Stations # 8, 14, and 15
- Implement already planned improvements including comprehensive plan items and update plans

### **Surface water**

By 2035:

- Upgrade 2,617 LF of 24” pipe, 20,422 of 18” pipe, and 4,257 of 12” pipe
- Upsize MC03 pump station
- Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by DOE
- Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment

To Serve Build-Out

- Upgrade 4,317 LF of 24” pipe, 35,673 of 18” pipe, and 11,302 of 12” pipe
- Upsize MC03 & Serpentine pump stations
- Continue to encourage greater levels of LID and green stormwater infrastructure than Required by Code

### **Electricity, Natural Gas, and Communications**

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
- Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities
- Consider the need for potential increases in fees for services to address growth
- Explore district energy options and incentivize green building

- Behavioral changes may offset some demand for services

**Advisory Note**

The Planned Action EIS did not list all potential applicable code requirements, but identified the key code requirements that would act to mitigate identified environmental impacts. It is assumed that all applicable federal, state, and local regulations will be applied.