



145th Street Station Subarea Planned Action

FINAL ENVIRONMENTAL IMPACT STATEMENT

JULY 2016



145th Street Station Subarea Plan

Planned Action Final Environmental Impact Statement

Prepared for:



Prepared by:



July 2016

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Planning & Community Development

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

July 18, 2016

Subject: 145th Street Station Subarea Plan- Planned Action, Final Environmental Impact Statement (FEIS)

Dear Interested Residents, Partners, and Stakeholders,

The City of Shoreline announces the availability of the 145th Street Station Subarea Plan Planned Action Final Environmental Impact Statement (FEIS). The FEIS analyzes environmental impacts and recommends mitigation related to redevelopment alternatives in the subarea surrounding the future light rail station located at NE 145th Street and Interstate 5. The FEIS focuses on land use patterns/plans and policies; population, housing, and employment; multi-modal transportation (roads, sidewalks, bike lanes, and transit); public services (schools, parks, recreation, open space, police, fire and emergency services, and solid waste disposal); and utilities (water, wastewater, surface water, electricity, and communications).

The City and its residents have been working on the 145th Street Station Subarea Plan since spring 2013 to create a land use, transportation, and infrastructure framework for a livable, equitable, and sustainable transit-oriented community in Shoreline. In addition to supporting the regional investment in high-capacity transit, the subarea plan implements Shoreline's 2012 Comprehensive Plan goals and policies and the City's Vision 2029. The subarea plan should expand community choices related to land use and transportation through regulations to promote a variety of housing styles and increased levels of affordability; enhanced pedestrian, bicycle, transit, and motor vehicle connectivity, mobility, and safety; neighborhood-serving employment opportunities and businesses; and other desired amenities.

State law requires that the likely environmental impacts of land use actions be identified via environmental impact statements, and this FEIS provides analysis consistent with requirements for Planned Actions (see below). Four alternatives are analyzed in the FEIS, and all assume the development of a high-capacity transit network including the light rail station and park-and-ride structure at the 145th Street/Interstate 5 location. The alternatives are:

- **Alternative 1 – This is the No Action Alternative.** The no action alternative assumes that zoning within the subarea does not change and will evaluate how the subarea would grow under the current zoning and land use designations. No action does not mean “no change” as property owners would still have the ability to maximize existing development capacity, including building to current 35 foot height limits, adding accessory dwelling units, etc.
- **Alternative 2 – Connecting Corridors.** This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and the Community Renewal Area at Aurora Square/Shoreline Place. Since potential development in this scenario is more spread out, lower density zoning is analyzed in several locations compared to the Compact Community scenario, and the most intensive zoning designation would allow 6 story buildings (although additional height could be negotiated through provision of certain amenities).
- **Alternative 3 – Compact Community.** This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. Because potential development in this scenario is concentrated, higher density zoning is analyzed

in several locations compared to the Connecting Corridors scenario. Building heights of 85 feet (7 stories) are imagined nearest the station and along the freeway on both the west and east sides (although additional height could be negotiated through provision of certain amenities).

- Alternative 4 – Compact Community Hybrid. This alternative is based on the Compact Community scenario, but includes some elements of the Phased Connecting Corridor alternative. The most intense zoning in this scenario would include a maximum base building height of 70 feet (6 or 7 stories) nearest the station, with the same potential to negotiate extra height through a public process and provision of amenities as the other two action alternatives. Based on public comment, 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 that was studied in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

With completion of the FEIS, the City will finalize and adopt the 145th Street Station Subarea Plan, including zoning and supporting regulations as the Planned Action. Future development applications that are consistent with the 145th Street Station Subarea Plan/Planned Action would not be subject to further environmental review under SEPA.

For more information on the FEIS or the Subarea Planning Process please contact:

Miranda Redinger
City of Shoreline
17500 Midvale Ave N.
Shoreline, WA 98133
mredinger@shorelinewa.gov
(206) 801-2513

Steven Szafran, AICP
City of Shoreline
17500 Midvale Avenue N.
Shoreline, WA 98133
sszafran@shorelinewa.gov
(206) 801-2512

Sincerely,



Rachael Markle, AICP
Director, Planning & Community Development

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Acronyms

Glossary

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

Scoping Notice

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FACT SHEET

Project Title

145th Street Station Subarea Plan/145th Street Station Subarea Planned Action (a Planned Action of the City of Shoreline)

Proposed Action and Alternatives

Four alternatives are analyzed and compared in this 145th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS):

- **Alternative 4—Compact Community Hybrid** is based on the Planning Commission's recommendation developed during the DEIS review process. Differences between this alternative and Alternative 3— Compact Community, on which it is based, include retaining existing Residential-6 units per acre (R-6) zoning in proximity to Twin Ponds Park, Paramount Park, and Paramount Open Space. The Compact Community Hybrid also includes a maximum base height 70 feet within the zoning designation of Mixed Use Residential (MUR)-70' in the area surrounding and nearest the planned light rail station. This alternative proposes change over about the same geographic extent as Alternative 3, but with less change in zoning in areas adjacent to Twin Ponds and Paramount Park and Paramount Open Space. This alternative would result in less population and housing units at build-out than either Alternative 2 or Alternative 3, and less employees than Alternative 2, but more than Alternative 3.
- **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 extent 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 future 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. Alternative 3 would result in more population and housing than either Alternative 2 or Alternative 4, but fewer employees than either Alternative 2 or Alternative 4.
- **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. The proposed zoning under this

alternative would affect a broader geographic extent of the subarea and create the most level of change in the subarea. Implementation of Alternative 2 would result less population and housing than Alternative 2, but more than Alternative 4. There would be more employees under Alternative 2 than under either Alternative 3 or Alternative 4.

- **Alternative 1—No Action** would retain existing zoning within the subarea, which is mostly R-6. 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, three story structures and accessory dwelling units. The current height limit allowed under R-6 zoning is 35 feet.

The City and its citizens have been working on the *145th 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. The three action alternatives, Alternative 4—Compact Community Hybrid, Alternative 3—Compact Community, and Alternative 2—Connecting Corridors have been developed to advance this vision. In addition to supporting the regional investment in high-capacity transit, the subarea plan would support Shoreline Comprehensive Plan goals and policies and implement the City's Vision 2029.

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 constructed 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. Upon completion of this FEIS, the City of Shoreline will select a preferred alternative based on the results of the environmental analysis, further deliberations by the Planning Commission and City Council, and additional public comment. The preferred alternative may include combined features of the alternatives analyzed in the previous 145th Street Station Subarea Planned Action Draft Environmental Impact Statement (DEIS), and/or new analysis in this FEIS, as long as these are analyzed to the extent required by the State Environmental Policy Act (SEPA).

Upon completion of this FEIS and identification of a preferred alternative, the City of Shoreline anticipates that it would finalize and adopt the *145th Street Station Subarea Plan* and a supporting Planned Action Ordinance. The City also would amend its current Comprehensive Plan and other applicable plans as well as the Shoreline Development Code, as may be required to support the plan and ordinance.

With adoption of the Planned Action Ordinance, 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 in this EIS. 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. Development applications would still be subject to requirements of the City's development regulations.

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. Mitigations identified through the EIS process such as pedestrian and bicycle facilities and additional park space would likely not be implemented.

Location

Through a separate public process for the Lynnwood Link Extension, which also included development of a FEIS, Sound Transit identified NE 145th Street on the east side of Interstate 5 (I-5), north of the 145th 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 constructed by Sound Transit, would be potentially located north of the station, also on the east side of I-5. 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 *145th Street Station Subarea Plan* and completing environmental analysis for the DEIS and

FEIS, 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, one that delineates the study area for land use and another that delineates the study area for mobility (multimodal transportation). These boundaries were then reviewed and adopted by City Council. The study area boundaries represent the approximate area of focus for potential zoning alternatives and alternatives. Various conditions may influence proposed zoning changes outside the study area boundaries, including compatibility with adjacent land uses, transportation access, and other factors.

Refer to Figure 1-3 Chapter 1 for depictions of these study area boundaries surrounding the 145th light rail station location. The rectangular-shaped subarea includes portions of the Ridgecrest, Parkwood, and Briarcrest neighborhoods of Shoreline, with 145th Street as the southern border of the subarea. This is also the border between the city limits of the City of Shoreline and the City of Seattle. The subarea extends approximately one-half mile to the north. For more information on the subarea boundaries, see Chapter 1.

Proponent

City of Shoreline

Lead Agency

City of Shoreline

Responsible Official

Rachael Markle, AICP, Director
Department of Planning & Community Development
City of Shoreline
17500 Midvale Avenue N, Shoreline, WA 98133

Contact Persons

Miranda Redinger, Senior Planner
Department of Planning & Community Development
City of Shoreline
17500 Midvale Avenue N, Shoreline, WA 98133
mredinger@shorelinewa.gov
206.801.2513

Steve Szafran, AICP, Senior Planner
Department of Planning & Community Development
City of Shoreline
17500 Midvale Avenue N, Shoreline, WA 98133
sszafran@shorelinewa.gov
206.801.2512

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', MUR-70, or MUR-65' zones, with proponents choosing to proceed through a development agreement, additional public review also 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 *145th 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.

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.

Principal Authors:

Otak, Inc.

11241 Willows Road NE, Suite 200

Redmond, WA 98052

(425) 822.4446

(principal editor and technical analysis: land use; demographics; wetlands and streams; surfacewater and utilities; schools; police; fire and emergency; other public services; parks and recreation, schools, and other elements)

Contributing Authors:

Leland Consulting Group

610 Alder Street, Suite 1008

Portland, OR 97205

(503) 222-1600

(market assessment and transit-oriented development)

Fehr & Peers1001 4th Avenue, Suite 4120

Seattle, WA 98154

(425) 820-0100

(multi-modal transportation and parking)

GeoEngineers

Plaza 600 Building (Corporate Headquarters)

600 Stewart Street, Suite 1700

Seattle, WA 98101

(206) 728-2674

(subsurface and geotechnical conditions)

Important Dates in Environmental Impact Statement Process

Draft EIS:

- Issued on January 17, 2015
- Comment period through February 19, 2015

Addendum to Draft EIS:

- Issued on February 19, 2016
- Comment period through March 21, 2016

Final EIS:

- Issued on July 18, 2016
- NO COMMENT PERIOD

Date of Final Action and Implementation

As provided in WAC 197-11-460, the City shall not act on the proposal for which this FEIS has been prepared prior to seven days after issuance of the FEIS.

The Planning Commission will hold a public hearing at 7:00 pm on **August 18, 2016** in the Council Chambers at Shoreline City Hall (17500 Midvale Avenue N). While the FEIS itself will not be a subject of the public hearing, it will be used to inform decision-making with regard to the full Subarea Plan package, which will consist of three adopting ordinances:

- **Ord. No. 750** Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map;
- **Ord. No. 751** Amending the Unified Development Code, Shoreline Municipal Code Title 20, and the Official Zoning Map to Implement the 145th Street Subarea Plan; and
- **Ord. No. 752** Planned Action for the 145th Street Station Subarea pursuant to the State Environmental Policy Act.

Council will discuss the Subarea Plan package on September 12 and 26, and anticipates taking final action on the adoption of the *145th Street Station Subarea Plan* package by mid-October 2016. If approved, it is envisioned that redevelopment of the station subarea would occur gradually, over the coming decades.

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:

- *145th Street Station Subarea Planned Action Draft Environmental Impact Statement, January 2015*
- *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 Transportation Master Plan*, December 12, 2011
- *Southeast Neighborhoods Subarea Plan*, May 24, 2010
- *Aurora Square Community Renewal Area Planned Action Draft Environmental Impact Statement*, December 2014

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 at: www.shorelinewa.gov/145FEIS, 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 the 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 & Community Development (17500 Midvale Avenue N, Shoreline, WA, 98133, see "Contact Persons") for the cost of production.

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Chapter 1

Environmental Summary

FINAL ENVIRONMENTAL IMPACT STATEMENT

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.



Figure 1-1 Subarea Planning Process/Timeline

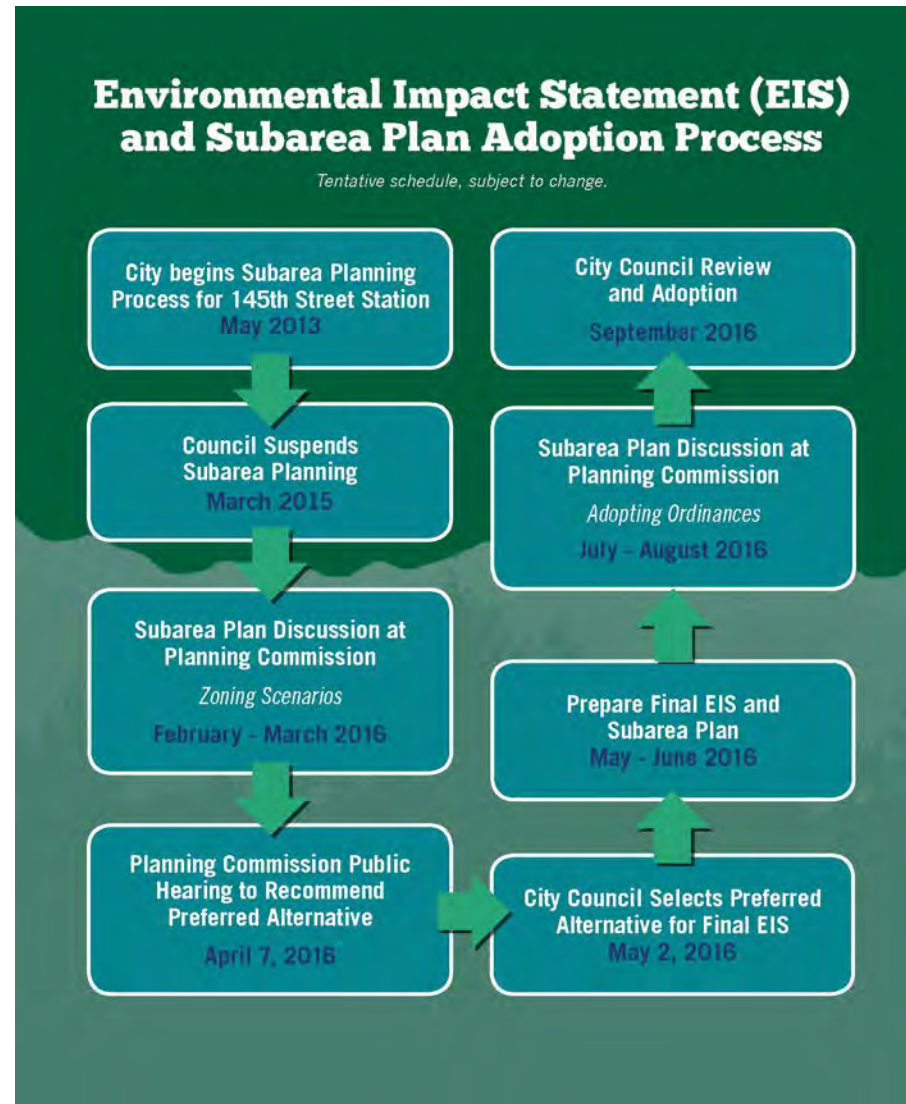


Figure 1-2 Tentative Schedule for Environmental Impact Statement and 145th Street Station Subarea Plan Adoption Process

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 to 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.

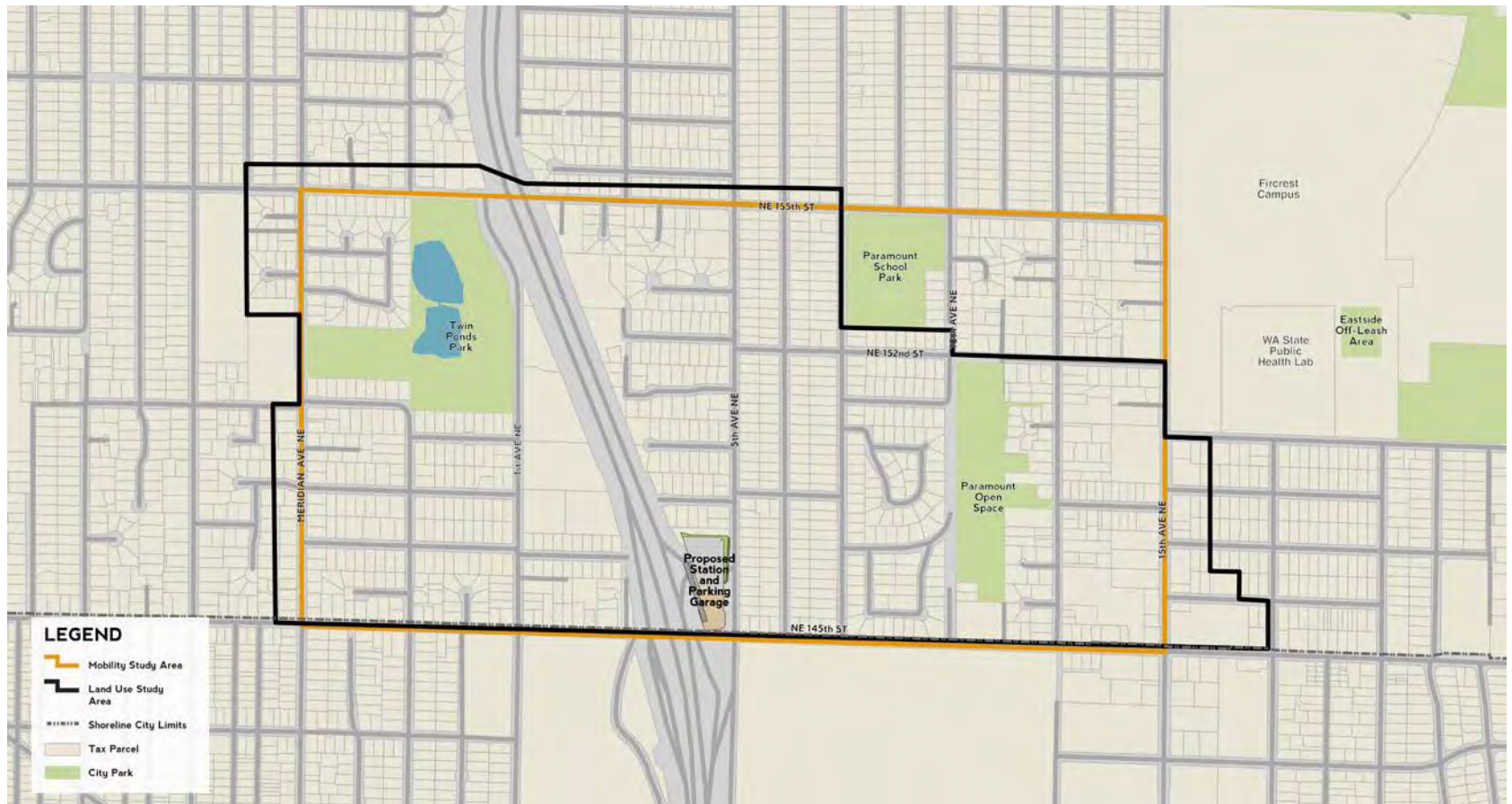


Figure 1-3 Land Use (Black) and Mobility (Gold) Study Area Boundaries, which Together Comprise the Subarea

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
SUMMARY OF IMPACTS				
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, multifamily, 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
S U M M A R Y O F I M P A C T S				
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
S U M M A R Y O F I M P A C T S & M I T I G A T I O N M E A S U R E S				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	<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				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	Implement Lynnwood Link Extension FEIS mitigation measures. Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed. N-NE 145 th Street Multimodal Corridor Study improvements, including: <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 	Implement Lynnwood Link Extension FEIS mitigation measures. Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed. SAME N-NE 145 th Street Multimodal Corridor Study improvements as listed under Alternative 4. SAME N-NE 155 th Street improvements as under Alternative 4. SAME 5 th Avenue NE improvements as Alt. 4. SAME Meridian Avenue N improvements as Alt. 4. Longer term if needed—Provide channelized right turn lane for NB approach to NE 150 th Street and 15 th Avenue NE.	Implement Lynnwood Link Extension FEIS mitigation measures. Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed. SAME N-NE 145 th Street Multimodal Corridor Study improvements as listed under Alternative 4. SAME N-NE 155 th Street improvements as under Alternative 4; may need additional improvement of right turn lane for SB approach at NE 155 th Street and 15 th Avenue NE over the long term. SAME 5 th Avenue NE improvements as Alt. 4. SAME Meridian Avenue N improvements as Alt. 4.	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	Continued—N-NE 145 th Street Multimodal Corridor Study improvements, including: <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 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.	SAME TDM strategies as Alt. 4. SAME ongoing expansion of the bicycle and pedestrian network along with transit service priority measures as Alt. 4. Same access management strategies for new development as Alt. 4. Monitor the need for intersection improvements including roadway widening near intersections. Encourage access from side streets and/or rear alleyways. Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness. 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.	Longer term if needed—Provide channelized right turn lane for NB approach to NE 150 th Street and 15 th Avenue NE. SAME TDM strategies as Alt. 4. SAME ongoing expansion of the bicycle and pedestrian network along with transit service priority measures as Alt. 4. Same access management strategies for new development as Alt. 4. Monitor the need for intersection improvements including roadway widening near intersections. 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.	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	N-NE 155 th Street improvements, including: <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 	Expand signal coordination and other intelligent transportation systems (ITS) strategies. Work with Sound Transit on the design of the light rail station and park-and-ride structure (see Alt. 4). SAME parking management strategies as Alt. 4. SAME traffic calming measures as Alt. 4. SAME transit service measures as Alt. 4. SAME bicycle and pedestrian measures as Alt. 4.	Encourage access from side streets and/or rear alleyways. Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness. Expand signal coordination and other intelligent transportation systems (ITS) strategies. Work with Sound Transit on the design of the light rail station and park-and-ride structure (see Alt. 4). SAME parking management strategies as Alt. 4. SAME traffic calming measures as Alt. 4. SAME transit service measures as Alt. 4. SAME bicycle and pedestrian measures as Alt. 4.	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	<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				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	<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				
3.3 Multimodal Transportation	<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				
3.3 Multimodal Transportation	<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				
3.3 Multimodal Transportation	<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				
3.3 Multimodal Transportation	<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				
3.3 Multimodal Transportation	<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				
3.3 Multimodal Transportation	<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
S U M M A R Y O F I M P A C T S & M I T I G A T I O N M E A S U R E S				
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 continued 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
S U M M A R Y O F I M P A C T S & M I T I G A T I O N M E A S U R E S				
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
S U M M A R Y O F I M P A C T S & M I T I G A T I O N M E A S U R E S				
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
S U M M A R Y O F I M P A C T S & M I T I G A T I O N M E A S U R E S				
3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management OTHER POTENTIAL MITIGATION FOR THE ACTION ALTERNATIVES: <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
S U M M A R Y O F I M P A C T S & M I T I G A T I O N M E A S U R E S				
3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas Public Services 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>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
S U M M A R Y O F I M P A C T S & M I T I G A T I O N M E A S U R E S				
3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas Public Services Note: Adoption of phasing boundaries would not change the impact analysis because the parks and recreation service area extends beyond the Phase 1 boundary.	Additional potential mitigation measures to be implemented over time, include: <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. 	SAME additional potential mitigation measures to be implemented over time as listed under Alternative 4.	SAME additional potential mitigation measures to be implemented over time as listed under Alternative 4.	

	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 & M I T I G A T I O N M E A S U R E S				
3.6 Schools, Police, Fire, and Other Public Services SCHOOLS Note: student population numbers shown are total, from existing and new households, and based on current ratio of students at each level. POLICE Note: Adoption of phasing boundaries would not change the impact analysis because schools and police service areas extend beyond the Phase 1 boundary.	By 2035 estimated 1,541 to 1,875 total new students would create additional demand for school facilities/services, as follows: 793-965 elementary students 242-295 middle school students 506-615 high school students At Build-Out, 3,306 total additional students would be: 1,701 elementary students 520 middle school students 1,085 high school students By 2035: 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space. At Build-Out, up to 20 new commissioned officers, as well as more equipment, vehicles, and facilities/space.	By 2035 estimated 1,541 to 1,875 total new students would create additional demand for school facilities/services, as follows: 793-965 elementary students 242-295 middle school students 506-615 high school students At Build-Out, 3,895 total additional students would be: 2,004 elementary students 613 middle school students 1,278 high school students By 2035: 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space. At Build-Out, up to 24 new commissioned officers, as well as more equipment, vehicles, and facilities/space.	By 2035 estimated 1,541 to 1,875 total new students, would create additional demand for school facilities/services, as follows: 793-965 elementary students 242-295 middle school students 506-615 high school students At Build-Out, 3,619 total additional students would be: 1,862 elementary students 569 middle school students 1,188 high school students By 2035: 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space. At Build-Out, up to 22 new commissioned officers, as well as more equipment, vehicles, and facilities/space.	By 2035 estimated 374 total new students would create additional demand for school facilities/services, as follows: 192 elementary students 59 middle school students 123 high school students By 2035: 2.3 new commissioned officers would be needed, as well as more equipment, vehicles and facilities/space.

	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. FIRE AND EMERGENCY SERVICES 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>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	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.	
Note: Adoption of phasing boundaries would not change the impact analysis because service areas extend beyond the Phase 1 boundary.				

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
3.6 Public Services, Cont'd SCHOOLS POLICE FIRE AND EMERGENCY SERVICES SOLID WASTE CITY/MUNICIPAL SERVICES MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES	<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				
3.6 Public Services, Cont'd SCHOOLS POLICE FIRE AND EMERGENCY SERVICES SOLID WASTE CITY/MUNICIPAL SERVICES MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES	<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
S U M M A R Y O F I M P A C T S				
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, CONTINUED				
3.7 Utilities WASTEWATER See FEIS for a more detailed description of wastewater system and surface water system improvement needs.	By 2035: <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. 	By 2035: <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. 	By 2035: <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. 	By 2035: <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				
3.7 Utilities	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.	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.	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.	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.
ELECTRICITY	Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.	Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.	Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.	
NATURAL GAS	Consider the need for potential increases in fees for services to address growth.	Consider the need for potential increases in fees for services to address growth.	Consider the need for potential increases in fees for services to address growth.	
COMMUNICATIONS (Phone, Internet, Cable)	Explore district energy options and incentivize green building.	Explore district energy options and incentivize green building.	Explore district energy options and incentivize green building.	
	Behavioral changes may offset some demand for services.	Behavioral changes may offset some demand for services.	Behavioral changes may offset some demand.	

Chapter 2

Description of the Alternatives

FINAL ENVIRONMENTAL IMPACT STATEMENT

Chapter 2—Description of the Alternatives

2.1 Introduction

The City of Shoreline has entered into this subarea planning process to more directly and fully address future land use and transportation needs in the 145th Street Station Subarea. As an outcome of this planning process, the City intends to adopt the following three ordinances:

- **Ord. No. 750** Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map;
- **Ord. No. 751** Amending the Unified Development Code, Shoreline Municipal Code Title 20, and the Official Zoning Map to Implement the 145th Street Subarea Plan; and
- **Ord. No. 752** Planned Action for the 145th Street Station Subarea pursuant to the State Environmental Policy Act.

In the coming years, the City will also need to revise its Capital Improvement Plan, and Transportation and other Master Plans to further support implementation. The City also will work with partner organizations and the community to bring the vision articulated in the subarea plan to fruition.

Because this FEIS addresses amendments to the City's Comprehensive Plan, zoning, and regulations, this chapter provides planning background information. Section 2.2 outlines

planned action procedures. Section 2.3 describes the FEIS alternatives. Section 2.4 describes the environmental review process, and Section 2.5 provides planning and policy background information.

Refer to Chapter 1 for a description of the subarea context including the land use and mobility study area boundaries that together constitute the subarea boundary. Chapter 1 also presents objectives for the 145th Street Station Subarea to demonstrate the purpose and need for the planned action.

2.2 Planned Action Provisions of the State Environmental Policy Act

As part of the subarea planning process, and consistent with the State Environmental Policy Act (SEPA), 43.21C RCW, and its rules, WAC 197-11, the City intends to adopt a Planned Action Ordinance to support the *145th Street Station Subarea Plan*.

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).

This FEIS addresses the first step identified above by analyzing the potential environmental impacts related to the alternatives and prescribing mitigation measures to address potential impacts. The analysis in the FEIS addresses variations within the alternatives related to land use and zoning, and the extent of growth and development that would result from implementation.

The intent of the planned action process is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage. As long as redevelopment projects are consistent with the analysis in the FEIS, which they would document through an environmental checklist, individual projects would not be required to complete further environmental analysis.

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. If a planned action project is not consistent with the land use and zoning intensities studied in the DEIS and FEIS, a supplemental environmental review may be required of the project.

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 various permit process requirements and related notification requirements set forth in the City's code. For projects located within the proposed MUR-85', MUR-70', or MUR-65' zones, with proponents choosing to proceed through a development agreement, additional public review also 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.

Planned Action Ordinance

The Planned Action Ordinance will encourage redevelopment and revitalization of the station subarea by reducing the amount of environmental analysis for individual projects, as long as they are consistent with the environmental analysis completed at this earlier stage. According to WAC 197-11-164, a planned action has the following characteristics:

- Is designated a planned action by ordinance;
- Has had the significant environmental impacts addressed in an EIS (in this case, the DEIS and FEIS for the 145th Street Station Subarea Plan/Planned Action);
- Has been prepared in conjunction with a comprehensive plan, subarea plan, master planned development, phased project, or with subsequent or implementing projects of any of these categories;

- Is located within an urban growth area;
- Is not an essential public facility; and
- Is consistent with an adopted comprehensive plan.

WAC 197-11-168 requires that a Planned Action Ordinance include:

- A description of the types of project action being designated as a planned action;
- A description of how the planned action meets the criteria of WAC 197-11-164;
- A finding that the probable significant environmental impacts of the planned action have been identified and adequately addressed in an EIS; and
- The identification of mitigation measures that must be applied to a project for it to qualify as a planned action project.

Following the completion of the environmental impact statement process, the City intends to designate the 145th Street Station Subarea as a planned action by ordinance, pursuant to SEPA and its implementing rules. The ordinance will identify mitigation, as described in this FEIS, which would be applicable to future planned action projects. Some of the mitigation measures would apply to all study area projects, while others would be applied on a case-by-case basis. Planned action projects exclude essential public facilities.

2.3 Introduction to the Alternatives Analyzed in this FEIS

2.3.1 Overview of the Alternatives

This FEIS analyzes the four alternatives listed below. Alternatives 2, 3, and 4 are often referred to as the “action alternatives” in this FEIS, and Alternative 1 is the “no action alternative.”

- Alternative 4—Compact Community Hybrid (Action Alternative)
- Alternative 3—Compact Community (Action Alternative)
- Alternative 2—Connecting Corridors (Action Alternative)
- Alternative 1—No Action (No Action Alternative)

This FEIS also analyzes the potential to phase zoning for the three action alternatives. Refer to Section 3.1 for graphic figures of the four alternatives and phased versions of the action alternatives.

Under all alternatives, it is assumed that the proposed light rail station would be constructed, along with a park-and-ride structure for 500 cars and other improvements in the vicinity of the station.

If implemented, any of the three action alternatives are consistent with the City’s Comprehensive Plan, but would require some modifications to the Comprehensive Plan map and descriptions of land uses, as well as zoning, and development

regulations. Alternative 1—No Action would retain existing Comprehensive Plan and zoning designations, but is inconsistent with and does not support existing adopted policies at the local, regional, state, and federal levels. For example, Alternative 1—No Action does not align with the City’s adopted Comprehensive Plan and other adopted plans that call for more intensive use around future light rail stations. This is more fully described in Section 3.1 of this FEIS.

Development of Action Alternatives Shaped by Community Design Workshops and Public Comments

Public input received at community design workshops and throughout the Scoping, DEIS, and DEIS Addendum process helped guide the development of alternatives analyzed in the FEIS. As a result of multiple workshop sessions with the public and stakeholder groups and comments received from the community, three different ways of organizing multifamily and mixed use redevelopment in the station subarea are analyzed in this FEIS (Alternative 4—Compact Community Hybrid, Alternative 3—Compact Community, and Alternative 2—Connecting Corridors).

The City hosted five visioning events between July and September 2013, some in partnership with Senior Services and Neighborhood Associations. Attendees provided feedback on their vision for neighborhoods surrounding future light rail stations with regard to housing, jobs and businesses, recreation and community services, transportation and mobility, and station design.

In June of 2014, the City hosted a series of Design Workshops with the 145th Street Station Citizen Committee and the community. Key themes that emerged from the June workshops were described in a Summary Report and are listed below:

- Housing choices and opportunity
- Environmental protection and enhancement
- Mixed-Use corridor (5th Avenue and/or 155th Street)
- 145th Street and enhancing east/west transit connections
- Pedestrian and bicycle connections and bridging Interstate-5
- Safety and security
- Parking

In February of 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. The potential zoning scenarios introduced at the series of workshops are described below.

No Action (Alternative 1)—This scenario is required to be analyzed in the EIS. Note that “No Action” does not mean “no change.” Even if the City retained current zoning, property owners would still be able to maximize existing development capacity, including 35 foot heights in single-family zones, adding Accessory Dwelling Units, etc.

Connecting Corridors (Alternative 2)—This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and the Community Renewal Area at Aurora Square. Because potential development in this scenario is more spread out, lower density zoning (more area at 35 foot height limit and maximum base height of 65 feet closest to future station) was analyzed compared to the Compact Community scenario.

Compact Community (Alternative 3)—This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. Because potential development in this scenario is concentrated, higher density zoning (maximum base height of 85 feet closest to future station) was analyzed in several locations compared to the Connecting Corridors scenario.

Key themes that emerged from the February workshops where these potential zoning scenarios were introduced were also described in a Summary Report. Many of the themes were similar to discussions held the previous June.

With regard to housing choice, there were also concerns about change in the subarea. Many participants commented that they understood the purpose of increasing housing choices and opportunities in the subarea around the future light rail station. At the same time, many were concerned about how the change in density might affect the neighborhood. There was not a clear preference between the Connecting Corridors and Compact Communities scenarios—there were mixed perspectives. Participants encouraged the City to consider concentrating

density in proximity to the station and making sure that the scale and height of redevelopment was compatible with surrounding single family neighborhoods. Similar to comments at the earlier workshop sessions, some participants were interested in proceeding with a livable density that would include an affordable mix of multifamily buildings, as well as townhomes, cottage style homes, and single family homes that are attractive to young families.

With regard to building heights, Workshop participants had varying viewpoints about what the maximum height for new redevelopment should be in the subarea. Some wanted the height to predominantly remain below three stories (even though the height limit in the existing R-6 single family allows for heights of 35 feet). This perspective is represented in the Mixed-Use Residential- 35 foot height zone (MUR-35') included in the action alternatives. Other participants suggested buildings no taller than five stories, and this is reflected in the Mixed-Use Residential-45 foot height zone (MUR-45') included in the action alternatives. Others recommended buildings of seven stories or taller focused around the light rail station; this is also reflected in potential zoning scenarios. Overall, height was a sensitive issue in community meetings with residents who live in the station subarea. Some participants expressed caution that the transition of change and redevelopment should be something that maintains the integrity of the residential-feel of the neighborhoods in the subarea—similar to that seen in Fremont or Columbia City.

Participants discussed the potential for connections to commercial uses along the key corridors. Workshop groups also discussed the importance of having more local restaurants,

grocery stores, cafes, and other “Mom and Pop” businesses that are easily supported by commuters, pedestrians, and bicyclists. In general, participants were supportive of creating signature streets with landscaped medians, street trees, furnishings, curb extensions, and other features that enhance identity, improve walkability, and provide traffic calming.

Participants viewed community design illustrations showing greater density and building height at key intersections, such as the 145th Street and 5th Avenue intersection and the 165th and 5th Avenue Intersection. Again, similar to in earlier workshops, participants preferred architectural building setbacks that provide transition to adjacent neighborhoods through a “wedding cake effect” (step backed floors) at the intersections and along key corridors.

Participants continued to remain passionate about the natural resources (including the Thornton Creek corridor and tributaries), parks, trees, and open space areas in and around the subarea. Key parks in the subarea include Twin Ponds Park, Paramount Park and Open Space, and Hamlin Park. Participants wanted to see these areas protected and enhanced as redevelopment occurs. Many suggestions for improving environmental quality of the parks and natural resources included protecting and preserving trees, planting new trees including street trees (with 145th Street improvements), creating more green space, addressing storm water issues, and improving water quality.

The Draft Environmental Impact Statement (DEIS) was published in January 2015 and analyzed each of the three potential zoning scenarios with regard to impacts and mitigations for land use patterns, plans, and policies; population, housing, and

employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

As part of the public process to discuss this analysis and any other potential zoning scenarios that should be considered through this FEIS, many community members supported studying a scenario that did not include upzoning around neighborhood parks and open spaces. This led to the development of Alternative 4- Compact Community- Hybrid. This scenario includes a maximum base height limit of 70 feet (MUR-70') based on development regulations that were adopted as part of the 185th Street Station Subarea Plan.

This scenario shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Street Corridor Study, but also incorporates elements of a “Green Network” that was included in zoning scenarios analyzed in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

On May 2, 2016 when the Council decided to study Alternative 4 in this FEIS in addition to Alternatives 1, 2, and 3, they also chose to study the potential to phase zoning for all action alternatives. 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 (10 years after the light rail station is operational).

Estimated Pace of Growth

The estimated pace of growth analyzed in the FEIS action alternatives is 1.5 percent to 2.5 percent annual growth per year. This is based on analysis of existing growth rates in the region, as well as the anticipation that the rate of growth may increase with the allowance of higher density zoning in the subarea. For more information about the expected pace of growth and population demographics, refer to Section 3.2 of the FEIS.

The First Twenty Years of Implementation Compared to Build-Out

Although the pace of growth for all action alternatives is estimated to be the same (1.5 percent to 2.5 percent annually) and growth levels under any of the alternatives would be expected to be similar after the first twenty years, where this growth happens would vary somewhat with each alternative and depending upon phasing boundaries, if implemented.

Each of the action alternatives would reach build-out of proposed zoning at different timeframes since varying levels of zoning change would occur under each.

If specific Phase 1 and Phase 2 boundaries are applied to any of the action alternatives, the geographic area of growth and change likely would be different than if no phasing boundaries were applied to the subarea.

The FEIS analyzes how phasing would affect potential growth and change in the subarea and the list of mitigation measures required to address the potential impacts of this growth and

change. A Phase 1 boundary that would be in effect through 2033 (17 years from the date of FEIS publication and 10 years after light rail starts) is analyzed in the FEIS, along with a Phase 2 boundary that would encompass the remainder of the subarea after 2033.

If no phasing boundaries are adopted for the subarea, the level of growth and change under any of the action alternatives would be expected to be similar for the first twenty years. As such, mitigation measures related to each action alternative also would be similar.

Long term impacts under each alternative would vary because of the extent of rezoning proposed. At full build-out Alternative 2—Connecting Corridors would require the most utility and transportation improvements and upgrades, as well as the highest level of public services to serve the proposed growth. This is due to Alternative 2 covering a greater geographic area at build-out than Alternative 3—Compact Community or Alternative 4—Compact Community Hybrid.

Analysis of anticipated impacts and recommended mitigation is presented in Chapter 3 of this FEIS and summarized in the chart in Chapter 1, as well as a Review Guide that was published as a companion piece to this document.

Build-Out Time Frames

Estimated build-out time frames for the three action alternatives (based on the estimated pace of growth) are shown in Table 2-1 below.

Table 2-1

Estimated Build-Out Time Frames for Action Alternatives

Alternative 4— Compact Community Hybrid	Alternative 3— Compact Community	Alternative 2— Connecting Corridors
55 to 87 years by 2071 to 2103	63 to 98 years by 2078 to 2113	60 to 94 years by 2075 to 2109

The existing average density in the subarea is 3.2 dwelling units per acre even though most of the subarea is zoned R-6 (6 dwelling units per acre) and higher. It is expected that density would continue to increase in the subarea if no rezoning were to be implemented, and likely property owners would seek to maximize density to the limits allowed over time. However, the timeframe of build-out to the allowed density is uncertain. Achieving the full allowed density under existing zoning may never occur. Not all single family property owners may want to add units to their homesites, and the extent of those who would add units (and the timeframe when this would occur) is unknown.

Planning Horizon Year 2035—Expected Growth and Change under Any of the Action Alternatives

While the proposed zoning scenarios under the action alternatives represent a long term vision for the subarea, the subarea plan and related capital improvement recommendations

focus on the next twenty years of implementation, consistent with Washington State Growth Management Act provisions. The planning horizon year referenced consistently throughout the DEIS and FEIS is **2035**. Implementation of any of the action alternatives would be expected to increase population, housing units, and employment in the subarea. An estimated average annual growth rate of 1.5 percent to 2.5 percent is assumed for planning and analysis purposes. For more information about why this growth rate is assumed and about population, housing, and employment conditions and forecasts, refer to Section 3.2 of Chapter 3 of this FEIS.

Table 2-2 shows existing (2014) estimated population, housing unit, and employment levels within the subarea. **Table 2-3** shows estimated twenty-year and build-out population, housing unit, and employment projections for the alternatives. **Table 2-4** shows the projected net increases in population, housing unit, and employment levels over existing levels.

Table 2-2 Existing (2014) Population, Housing Units, and Employment Estimates for the Subarea

Estimated Totals for Subarea Based on Available GIS Data	
Population	8,321
Housing Units	3,467
Employees	1,595

Note: the 2015 estimated population of the City of Shoreline is 55,439.

Population, housing, and employment levels forecast for the station subarea only include the City of Shoreline subarea area geography. Land area south of N-NE 145th Street, inside the City of Seattle limits is not included in this study area.

**Table 2-3 Estimated Twenty-Year and Build-Out
Population, Housing Units, and Employment Projections**

	Alternative 4 Compact Community Hybrid	Alternative 3 Compact Community	Alternative 2 Connecting Corridors	Alternative 1 No Action
2035 Population*	11,207 to 13,365	11,207 to 13,365	11,207 to 13,365	11,040
2035 Housing Units*	4,670 to 5,681	4,670 to 5,681	4,670 to 5,681	4,600
2035 Employees*	2,180 to 2,678	2,180 to 2,678	2,180 to 2,678	2,325
Build-Out Population	32,367	36,647	34,643	**
Build-Out Housing Units	13,486	15,270	14,435	**
Build-Out Employees	11,011	9,639	11,747	**
Build-Out Years	55 to 87 years by 2071 to 2103	63 to 98 years by 2078 to 2113	60 to 94 years by 2075 to 2109	**

* Projections assume 1.5 percent to 2.5 percent annual growth rate for the action alternatives from the time the rezoning is adopted.

** For Alternative 1—No Action, only projections through the twenty year horizon of 2035 were analyzed. Build-Out was not analyzed because the timeframe for this is unknown and difficult to approximate.

**Table 2-4 Projected Net Increases in Population,
Housing Units, and Employment over Existing Levels**

	Alternative 4 Compact Community Hybrid	Alternative 3 Compact Community	Alternative 2 Connecting Corridors	Alternative 1 No Action
2035 Population	+2,886 to +5,314	+2,886 to +5,314	+2,886 to +5,314	+2,719
2035 Housing Units	+1,203 to +2,214	+1,203 to +2,214	+1,203 to +2,214	+1,133
2035 Employees	+585 to 1,083	+585 to 1,083	+585 to 1,083	+730
Build-Out Population	+24,046	+28,326	+26,322	
Build-Out Housing Units	+10,019	+11,803	+10,968	
Build-Out Employees	+9,416	+8,044	+10,152	

The increase in the number of housing units projected for the next twenty years would be 4,670 at 1.5 percent growth and 5,681 at 2.5 percent growth under any of the action alternatives. Although the market assessment projected a demand for 500 to 800 or more housing units through 2035, this was a conservative estimate. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,450 housing units by 2035. There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years and improving market conditions. Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea.



Conceptual illustration of live/work units and multifamily buildings proposed in West Seattle (Johnston Architects); example of redevelopment possibility under the MUR-35 zoning category

Projected and Capital Improvements to Support the First Twenty Years of Implementation

Since the potential impacts under any of the action alternatives over the first twenty years would be similar, capital improvement recommendations are generally consistent across all alternatives for the twenty-year planning horizon. The 145th Street Station Subarea Plan will include a list of specific capital improvement projects needed to support the first twenty years of implementation.

Market Trends and Demand for Housing and Mixed Use

A market assessment prepared by Leland Consulting Group for the 145th Street Station Subarea identified potential transit-oriented development opportunities for the next twenty years.

The market assessment predicts an increased demand in multifamily and various types of housing as Shoreline continues to attract residents of varying income levels. While the market assessment identified a potential demand for approximately 500 to 800 residential units or more through 2035, additional demand for housing could occur during the next twenty years depending on changes in the market, opportunities provided elsewhere, property owners' willingness to redevelop or sell their properties for redevelopment, and other factors. Certainly, the demand for housing would continue beyond twenty years, and may grow higher depending on these factors. For more information about the findings of the assessment, refer to Section 3.1 in Chapter 3 of this FEIS.

The Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014 forecast of "development prospects," ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring baby boom generation and the emerging generation of home buyers and renters (also known as the Millennials or Generation Y) are creating a higher demand for urban infill housing and mixed use. Based on recent studies by ULI and others, both of these types of

consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles.

While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact with mixed use qualities may be most desirable. In a recent national survey “American in 2013: Focus on Housing and Community” ULI found that among all adults polled (including Baby Boomers and Millennials/Gen Y-ers), the quality of public schools, parks and recreation opportunities, walkability, and short distance to work or school all ranked as important or very important. Shoreline’s reputation as a livable community, with good schools, parks, trails, and other amenities, will continue to attract residents in the coming decades.

For more information on market analysis and trends refer to the report prepared by Leland Consulting Group, available at:

<http://www.cityofshoreline.com/home/showdocument?id=17855>

5. The market assessment completed for the 185th Street Station Subarea by BAE Urban Economics is available at:

<http://www.cityofshoreline.com/Home/ShowDocument?id=15704>.

Anticipated Growth and Change under Alternative 1—No Action

The FEIS assumed population growth for Alternative 1—No Action consistent with the City’s Transportation Master Plan dispersed growth scenario through 2030, adding .05 percent growth through the planning horizon year of 2035. By 2035, the estimated population for the subarea under Alternative 1—No Action would be 11,040 people, compared to the existing

estimated population of 8,321, adding 2,719 people over the next twenty years.

As analyzed in Section 3.1 of this FEIS, “**No Action**” **does not translate to “No Change” in the subarea.** With the implementation of light rail, there would be greater demand for land uses in proximity to the station, particularly for housing. The existing zoning for much of the subarea is R-6 (with the exception of areas in the vicinity of NE 145th Street and 15th Avenue NE, and NE 165th Street and 5th Avenue NE).

The R-6 zoning covers most of the existing subarea, with other commercial zones in the locations described above. R-6 allows six dwelling units per acre and the commercial zones allow greater densities. The existing average number of dwelling units per acre in the subarea is 3.2. As such a substantial number of new housing units could be constructed over time in the subarea under the existing zoning. Attached single family homes (such as duplexes, triplexes, and townhouses) and accessory dwelling units (attached or detached, maximum one per lot) are allowed in the R-6 zone if proposed redevelopment meets certain criteria (refer to Shoreline Municipal Code 20.40.510). The existing maximum height for buildings in the R-6 zone is 35 feet.

Much of the housing stock in the subarea is reaching an age of 50 to 60 years or more, and some residents will likely make substantial renovations to their homes or demolish existing homes to build new ones. Based on this trend and the anticipated demand for more housing that will occur with light rail as homesites are redeveloped in the subarea in the future under Alternative 1—No Action, the community could expect to see either larger and taller single family homes or combinations of

various types of attached multiple-unit residential buildings and accessory dwelling units. Any of the residential buildings, including accessory dwelling units, could be constructed to a maximum height of 35 feet (approximately 3 to 3.5 stories). For comparative purposes, throughout north Seattle, there has been significant construction of this type over the last twenty years, which has changed the character of single family neighborhoods. These larger, newer homes would also likely be more expensive, limiting the number available for purchase by moderate-income households.

It is also important to reiterate that redevelopment under Alternative 1—No Action would not be consistent with the adopted vision for the light rail station area as a vibrant, equitable transit-oriented district. Single family redevelopment under the No Action Alternative would provide fewer opportunities for new housing and new redevelopment improvements to streets and public spaces than proposed under Alternatives 2, 3, or 4, including the Green Network concept envisioned by workshop participants.

Under Alternative 1, there would be a significantly lower overall quantity of various types of housing to fit diverse income levels, and substantially less mixed use/neighborhood commercial at street level. Increased housing choice and affordability will be needed to serve the growing demand in the subarea over the long term. Population, housing, and employment projections are depicted on the following pages.

2.3.2 Comparison of Land Uses under the Alternatives

Land use, zoning, urban form, and comprehensive plan comparisons of the alternatives are briefly summarized below. For more information, refer to Section 3.1 of this FEIS.

Land Use, Urban Form, and Zoning

Under the action alternatives (Alternative 2—Connecting Corridors, Alternative 3—Compact Community, and Alternative 4—Compact Community Hybrid), transit-oriented redevelopment consisting of a mix of residential, retail/commercial, office, and public uses would be allowed under new Mixed-Use Residential (MUR) zoning categories. These proposed changes would broaden the types of housing choices available to fit a variety of income levels, including affordable housing. Land use changes are most expansive geographically under Alternative 2 compared to Alternatives 3 and 4. Land uses under Alternative 1—No Action would remain consistent with those allowed under existing zoning; however, as discussed above, density would be expected to increase over time.

Alternative 3 would provide more housing opportunities than Alternatives 2 and 4 (15,270 total housing units in the subarea at build-out compared to 14,435 and 13,737, respectively). Alternative 2 would provide the most employment/commercial opportunities with 11,747 projected employees at build-out, compared to Alternative 4 (10,289 projected employees) and Alternative 3 (9,639 projected employees).

Under Alternative 1—No Action, existing single family land uses zoned primarily R-6 (residential, 6 units per acre) would remain.

Residents would be allowed to develop accessory dwelling units and attached single family units (such as duplexes), which would increase density in the subarea from the existing overall average of 3.2 units per acre to closer to the 6 units per acre that is allowed by the existing R-6 zoning. However, these density levels are not optimal for supporting high-capacity transit or the range of housing choices and affordability levels desired for the subarea.

The proposed MUR zoning categories would allow various types of mixed use and transit-oriented development with housing over active uses at the ground floor level. Refer to Section 3.1 for a description of Mixed Use Residential designations. The following potential zoning categories are analyzed under one or more of the action alternatives for the subarea:

- MUR-85'—Mixed Use Residential with 85' maximum base height (see description of potential exception below). This designation is only analyzed in Alternative 3.
- MUR-70'—Mixed Use Residential with 70' maximum base height (see description of potential exception below). This designation is only analyzed in Alternative 4.
- MUR-65'—Mixed Use Residential with 65' maximum base height (see description of potential exception below). This designation is only analyzed in Alternative 2.
- MUR-45'—Mixed Use Residential with 45' height limit (applicable in Alternatives 2, 3, and 4).

- MUR-35'—Mixed Use Residential with 35' height limit (applicable in Alternatives 2, 3, and 4).

The MUR zoning encourages mixed use buildings that have active ground floors with retail, and other uses that promote pedestrian traffic and sustain street level interest, are envisioned for along key streets in the subarea. The uses in these buildings above the ground floor level would likely be predominantly residential, but in some locations also could be office/employment. MUR zoning optimizes transit-oriented development potential and is consistent with building code requirements and common construction approaches in transit-oriented development throughout the region and the US.

Under Alternative 4, the maximum base building height in the subarea would be 70 feet under the proposed zoning category of MUR-70'. Due to construction types currently allowed by building code of wood frame over one-level of concrete podium this would be the maximum height built applying the base zoning, but there could be some added flexibility for rooftop amenities such as a covered open space area. This is often called a 5/1 or 5 over 1 construction style.

Under Alternative 3, the maximum base building height in the subarea would be 85 feet under the proposed zoning category of MUR-85'. This is approximately seven building levels. Due to construction types currently allowed by building code of wood frame over two-levels of concrete podium this would be the maximum height built applying the base zoning. This is often called a 5/2 or 5 over 2 construction style.

Under Alternative 2, the maximum base building height in the subarea would be 65 feet under the proposed zoning category of MUR-65'. This is approximately six building levels, such as would be constructible with a concrete base level of podium and five levels of wood frame above (5/1 or 5 over 1 construction style).

With implementation of any of the three action alternatives (Alternative 2, 3, or 4), the City is proposing the use of development agreements that would allow increases in height and density for redevelopment projects with the approval of an agreement under which the projects provide various elements and amenities—such as greater levels of affordable housing and green building, structured parking, and inclusion of other options. Development agreements would only potentially be applicable in the MUR-85', MUR-70', or MUR-65' zones and not in MUR-45' or MUR-35'. A development agreement would be a negotiated and subject to public process, with the goal of including amenities desired by the community in exchange for additional development potential that could off-set the cost of providing such amenities.

The analysis in this FEIS assumes that up to 25 percent of the redevelopment projects may exceed the base height of 65 feet in the MUR-65' zone under Alternative 2, 70 feet in the MUR-70' zone under Alternative 4, or 85 feet in the MUR-85' zone under Alternative 3 through development agreement provisions. The maximum height limit assumed in the analysis and draft regulations for the 145th Street Station Subarea is 140 feet, based on an understanding of the financial feasibility of redevelopment with the next likely viable building height option after 5 over 2, with steel frame construction, being 13 to 14 levels in height.

Given recent market conditions, as well as the smaller parcel sizes in the subarea, it is anticipated that it could take many years for mid-rise building construction of this height (13 to 14 stories) to be implemented. Implementation would occur on a limited basis for only those projects that choose to pursue a development agreement process. The assumption of 25 percent of the area building to this capacity is probably over-estimated, but analyzing this level of development helps the City understand potential impacts of this possibility. In a future scenario where 25 percent of the MUR-85', MUR-70', or MUR-65' zones reached this level of development, additional environmental analysis would be required before any consideration of new development agreements.

The City is also evaluating how updates in regulations can support more conversion of single family homes to professional office uses and neighborhood supporting businesses such as small shops and cafes, hair salons and barber shops, art studios, and other uses along key streets as the subarea transitions over time.

Given that there are sometimes challenges in leasing out active ground floor spaces before residential uses have fully built-out in some transit-oriented districts, the City would allow developers flexibility to lease ground floor for other purposes than active retail, including residential use, as long as the ground level is built to commercial standards that will allow active use in the long-term.

There are several places within the subarea where the existing zoning (primarily R-6, with some R-8, R-12, R-18 and NB-Neighborhood Business) would remain in place under the action alternatives. Under Alternative 3, more areas would remain in

existing zoning than under Alternative 2. The R-48, R-24, R-18, NB, and CB (Community Business) zones are existing designations in the Development Code.

Height limits in areas where existing zoning is retained are as follows:

- R-6 35 feet
- R-8 35 feet
- R-12 35 feet
- R-18 40 feet
- R-24 40 feet
- NB 50 feet
- CB 60 feet
- MB 60 feet

2.3.3 Growth Forecasting and Planning Using Traffic Analysis Zones

The City of Shoreline is forecasted to grow in the coming years. Growth forecasts and targets for Shoreline and the subarea are discussed in Chapter 3, Section 3.2 Population, Housing, and Employment.

While the subarea plan is focused on the study areas shown in **Figure 1-1** in Chapter 1 of the FEIS, for purposes of population and employment projection calculations the limits of Traffic Analysis Zones (TAZ) boundaries are assumed as the study area.

TAZs are commonly used for analyzing population and demographics regionally in planning because the TAZ boundaries correlate to census tract boundaries. In some cases, the TAZ boundaries extend beyond the land use and mobility study area

boundaries designated for the subarea. TAZs related to the subarea are depicted in **Figure 2-1** in this chapter of the FEIS.

2.3.4 Redevelopment Potential and Planning for the First Twenty Years of Growth

It is anticipated that growth and redevelopment in the subarea will happen slowly and gradually, over many years. There are many challenges that will influence the pace of growth and change, including market forces, property owners' interest in redeveloping or selling their properties, parcel size and configuration, the length of time until light rail is operating, and other factors.

Likely, future growth under any of the action alternatives would occur first on larger sites or aggregated parcels in the subarea that are readily available for redevelopment based on property owners' interest in selling. Since most of the parcel sizes in the subarea are single family lots, multiple property owners may need to coordinate to aggregate their properties into larger parcels for redevelopment. This would take time, and as such it is anticipated that the projected growth would happen very gradually, over decades, as indicated previously.

With adoption of a Planned Action Ordinance, a twenty-year planning horizon (to the year 2035), common for comprehensive planning and subarea planning, will be described. Twenty-year growth projections have been used throughout this FEIS to develop a list of capital improvement projects that would support projected growth in the subarea, although the Planned Action

Ordinance is not tied to a twenty-year expiration date. The City will monitor the ongoing pace of growth and change over the next twenty years in the subarea. In the future, if growth trends indicate that the twenty-year growth target will be exceeded and/or capital improvement projects do not keep pace with expected growth, the City would revisit the subarea plan through its typical long range planning efforts (comprehensive planning). This process may require development of a supplemental EIS to support projected growth changes in the subarea or other modifications to ensure growth is managed in accordance with the GMA.

2.3.5 Identifying a Preferred Alternative

The Planning Commission and City Council will consider the analysis of the new alternative, Alternative 4, and other information in this FEIS, along with agency and public comment, and then recommend a preferred alternative to become the planned action for the subarea plan.

As stated above, the City intends to monitor growth and change in the subarea in the coming years and at some point in the future may decide to revisit the subarea plan to make amendments in line with future conditions. This may involve adjustment of the proposed subarea plan within the range of alternatives studied in the DEIS and FEIS. It also may involve future development of a new alternative, which may or may not require a supplemental level of environmental analysis (Supplemental EIS) to support its adoption.

2.4 Environmental Review

2.4.1 Purpose

The purpose of environmental review is to provide decision makers and citizens with information about the potential environmental consequences of proposed actions, such as plans, policies, regulations, and permits. SEPA requires that governments consider environmental effects of proposals before taking an action. An EIS provides the greatest amount of information about potential environmental impacts and offers mitigation measures to reduce these impacts. The City's past and existing environmental review process is described below.

2.4.2 Prior Environmental Review

Prior environmental review was conducted in the following EISs, including the City's Comprehensive Plan and subsequent amendments:

- *Lynnwood Link Extension Draft Environmental Impact Statement* by Sound Transit, July 2013
- *City of Shoreline Comprehensive Plan* update, December 10, 2012
- *City of Shoreline Ridgecrest Subarea Plan*, May 24, 2010
- *Aurora Square Community Renewal Area Planned Action Draft Environmental Impact Statement*, December 2014
- *185th Street Station Subarea Plan*, March 2015

Where appropriate, relevant information found in prior environmental and planning documents is referenced and considered in this FEIS (and in the previous DEIS).

2.4.3 Existing Environmental Review Process

Pursuant to SEPA Rules (WAC 197-11-408 through 410), the City issued a Determination of Significance and Scoping Notice (see Appendix), on October 1, 2014. Public and agency comments were solicited in a 31-day scoping period from October 1, 2014 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.

Consistent with City noticing requirements, the notice was published in the City's newspaper of record and mailed to property owners inside the subarea and within 300 feet. It was also sent to federal and state agencies to which the City sends SEPA notices and determinations. As a courtesy, it was posted on the City's website.

As described in the Scoping Notice, the following topics are addressed in Chapter 3 of this FEIS (and the previous DEIS):

- Land Use Patterns/Plans and Policies
- Population, Housing, and Employment
- Transportation
- Streams, Wetlands, and Surface Water Management (including Water Quality and Water Quantity)
- Parks, Recreation, and Open Space (Including Wildlife Habitat Areas, Trees, etc.)
- Schools, Fire, Police, and Other Public Services
- Utilities

Public and stakeholder input received indicated concurrence with these elements of the environment as the focus for the DEIS and FEIS.

The DEIS was published in January 2015, and a comment period was offered through February 19, including a public hearing on February 5 that was continued to February 19.

Many comments were submitted on the Draft EIS, including comments about wetlands, streams, soils, trees, habitat, and surface and ground water in the subarea. To better respond to these comments, the City decided to undertake additional analysis of the natural systems in two locations that are known to contain large critical areas: Paramount Open Space and Twin Ponds Park. On February 18, 2016 two technical memos were published and discussed with the Planning Commission, a Wetlands and Streams Assessment, and Geotechnical Considerations for High Groundwater or Peat Conditions. These memos constitute an addendum to the DEIS. Although not required, a public comment period was offered through March 21.

2.5 Planning and Policy Background

Background planning regulations and provisions are summarized below, including the Washington State Growth Management Act; Puget Sound Region Vision 2040 and the Growing Transit Communities Partnership; Countywide Planning Policies; and the City of Shoreline Vision 2029, Comprehensive Plan, and other relevant City planning policies and development regulations.



2.5.1 Federal Partnership for Sustainable Communities

In 2009, the United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) formed an interagency partnership to coordinate investments and align policies to support communities that want to give Americans more housing choices, make transportation systems more efficient and reliable, reinforce existing investments, and support vibrant and healthy neighborhoods that attract businesses. Each agency is incorporating these principles into its funding programs, policies, and future legislative proposals, and consequently, each agency now has adopted policies to support sustainable community development.

This Partnership for Sustainable Communities represents a fundamental shift in federal government approaches to transportation, housing, and environmental spending, policies, and programs. The three agencies have agreed to collaborate to help communities become economically strong and environmentally sustainable. The Partnership recognizes that rebuilding national prosperity today and for the long run starts with individual communities where—now and generations from now—all Americans can find good jobs, good homes, and a good life.

Coordinating federal investments in infrastructure, facilities, and services meets multiple economic, environmental, and community objectives. Investing in public transit can lower transportation costs, reduce greenhouse gas emissions and other air pollution, decrease traffic congestion, encourage healthy walking and bicycling, and spur development of new homes and amenities around transit stations. The Partnership is guided by six Livability Principles shown at right.

Partnership for Sustainable Communities Guiding Livability Principles

- ❖ **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- ❖ **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- ❖ **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- ❖ **Support existing communities.** Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- ❖ **Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- ❖ **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

2.5.2 Washington State Growth

Management Act

The Washington State Growth Management Act (GMA) identifies a comprehensive framework for managing growth and development within local jurisdictions. The City of Shoreline is required to plan in accordance with GMA. Comprehensive plans for cities planning under GMA must include the following elements: land use (including a future land use map), housing, transportation, public facilities, parks and recreation, economic development, and utilities. Additional elements such as subarea plans may be added at the option of the local jurisdiction. A GMA comprehensive plan must provide for adequate capacity to accommodate the city's share of projected regional growth. It must also ensure that planned and financed infrastructure can support planned growth at a locally acceptable level of service. Development regulations are required to be consistent with and implement the comprehensive plan.

The GMA established fourteen statutory goals that guide the development of comprehensive plans, and for a plan to be valid, it must be consistent with these:

1. Guide urban growth to areas where urban services can be adequately provided;
2. Reduce urban sprawl;
3. Encourage efficient multimodal transportation systems;
4. Encourage the availability of affordable housing to all economic segments of the population;
5. Encourage economic development throughout the state;
6. Assure private property is not taken for public use without just compensation;
7. Encourage predictable and timely permit processing;

8. Maintain and enhance natural resource-based industries;
9. Encourage retention of open space and development of recreational opportunities;
10. Protect the environment and enhance the state's quality of life;
11. Encourage the participation of citizens in the planning process;
12. Ensure adequate public facilities and services necessary to support development;
13. Identify and preserve lands and sites of historic and archaeological significance; and
14. Manage shorelines of statewide significance.

2.5.3 Puget Sound Region Vision 2040 and Growing Transit Communities Partnership

The proposed 145th Street Station Subarea Plan is consistent with the regional long-range plan, Vision 2040, as well as land use and transportation planning initiatives to support the region's investment in high-capacity transit, as described further below.

Vision 2040

Vision 2040 is an integrated, long-range vision for maintaining a healthy region and promoting the well-being of people and communities, economic vitality, and a healthy environment for the central Puget Sound region. It contains an environmental framework, a numeric regional growth strategy, policy sections guided by overarching goals, implementation actions, and measures to monitor progress.

The following overarching goals provide the framework for each of the six major policy sections of VISION 2040.

- **Environment**—The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.
- **Development Patterns**—The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.
- **Housing**—The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.
- **Economy**—The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.

- **Transportation**—The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.
- **Public Services**—The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Vision 2040 includes multi-county policies to support each of these major policy sections. These policies serve as foundational guidance for countywide planning policies in King County and also for comprehensive planning and subarea planning in Shoreline.

Growing Transit Communities Partnership

In recognition of the \$25 billion investment the central Puget Sound region is making in voter approved regional rapid transit, the Growing Transit Communities (GTC) Partnership is designed to help make the most of this investment by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. The GTC Partnership developed a comprehensive set of Corridor Action Strategies, as well as other tools to support development of jobs and housing in areas associated with transit investments. For more information visit: <http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/>

The GTC Partnership also worked with the Center for Transit-Oriented Development to create a People + Place Typology for

the region's 74 high-capacity transit station areas. The 145th Street Station Subarea in Shoreline was designated with the typology "Protect and Grow."

According to PSRC's *Transit Community Typology Implementation Approaches*, "Protect and Grow" transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate the need to carefully transition land uses over time. Priority strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Priority strategies include:

- Development of regulations and capital facilities investments that support market demand;
- Implementing a full range of tools for new and preserved affordable housing;
- Conducting community needs assessments and targeted community investments; and
- Targeted support to small businesses (existing and potential new businesses).

The 145th Street Station Subarea Plan will carry these strategies forward.

2.5.4 Countywide Planning Policies

As part of the comprehensive planning process, King County and its cities have developed countywide planning policies (CCPs).

These policies were designed to help the 39 cities and the County address growth management in a coordinated manner. The policies were adopted by King County Council, and subsequently ratified by cities, including the City of Shoreline, in 2013.

Taken together the countywide planning policies address issues related to growth, economics, land use, and the environment. Specific objectives include:

- Implementation of Urban Growth Areas;
- Promotion of contiguous and orderly development;
- Siting of public capital facilities;
- Creating affordable housing plans and criteria; and
- Ensuring favorable employment and economic conditions in the County.

The countywide planning policies also set growth targets for cities. Refer to Section 3.2 for the growth targets established for Shoreline. The vision and framework for King County 2030 was developed to set the foundation for the countywide planning policies. The 2030 vision and framework calls for vibrant, diverse and compact urban communities, stating that:

"Within the Urban Growth Area little undeveloped land now exists and urban infrastructure has been extended to fully serve the entire Urban Growth Area. Development activity is focused on redevelopment to create vibrant neighborhoods where residents can walk, bicycle or use public transit for most of their needs."

Other CPPs relevant to the station subarea plan include the following.

Environment

- EN-2** Encourage low impact development approaches for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.
- EN-16** Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions, including:
- Maintaining or exceeding existing standards for carbon monoxide, ozone, and particulates;
 - Directing growth to Urban Centers and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;
 - Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;
 - Incorporating energy-saving strategies in infrastructure planning and design;
 - Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and

- Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.

EN-19 Promote energy efficiency, conservation methods and sustainable energy sources to support climate change reduction goals.

EN-20 Plan and implement land use, transportation, and building practices that will greatly reduce consumption of fossil fuels.

Development Patterns

- DP-2** Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single occupancy vehicle travel for most daily activities.
- DP-3** Efficiently develop and use residential, commercial, and manufacturing land in the Urban Growth Area to create healthy and vibrant urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:

- Directing concentrations of housing and employment growth to designated centers;
 - Encouraging compact development with a mix of compatible residential, commercial, and community activities;
 - Maximizing the use of the existing capacity for housing and employment; and
 - Coordinating plans for land use, transportation, capital facilities and services.
- DP-4** Concentrate housing and employment growth within the designated Urban Growth Area. Focus housing growth within countywide designated Urban Centers and locally designated local centers. Focus employment growth within countywide designated Urban and Manufacturing/Industrial Centers and within locally designated local centers.
- DP-5** Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote walking, bicycling, transit, and other alternatives to auto travel.
- DP-6** Plan for development patterns that promote public health by providing all residents with opportunities for safe and convenient daily physical activity, social connectivity, and protection from exposure to harmful substances and environments.
- DP-7** Plan for development patterns that promote safe and healthy routes to and from public schools.
- DP-13** All jurisdictions shall plan to accommodate housing and employment targets.
- DP-39** Develop neighborhood planning and design processes that encourage infill development, redevelopment, and reuse of existing buildings and that, where appropriate based on local plans, enhance the existing community character and mix of uses.
- DP-40** Promote a high quality of design and site planning in publicly-funded and private development throughout the Urban Growth Area.
- DP-42** Design new development to create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate altering pollution and increase resilience of communities to climate change impacts.
- DP-43** Design communities, neighborhoods, and individual developments using techniques that reduce heat absorption, particularly in Urban Centers.
- DP-44** Adopt design standards or guidelines that foster infill development that is compatible with the existing or desired urban character.

Housing

- H-1** Address the countywide need for housing affordable to households with moderate, low and very-low incomes, including those with special needs. The countywide need for housing by percentage of Area Median Income (AMI) is:
- 50-80 percent of AMI (moderate) 16 percent of total housing supply
 - 30-50 percent of AMI (low) 12 percent of total housing supply
 - 30 percent and below AMI (very-low) 12 percent of total housing supply
- H-2** Address the need for housing affordable to households at less than 30 percent AMI (very low income), recognizing that this is where the greatest need exists, and addressing this need will require funding, policies and collaborative actions by all jurisdictions working individually and collectively.
- H-4** Provide zoning capacity within each jurisdiction in the Urban Growth Area for a range of housing types and densities, sufficient to accommodate each jurisdiction's overall housing targets and, where applicable, housing growth targets in designated Urban Centers.

- H-9** Plan for housing that is accessible to major employment centers and affordable to the workforce in them so people of all incomes can live near or within reasonable commuting distance of their places of work. Encourage housing production at a level that improves the balance of housing to employment throughout the county.
- H-10** Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit-oriented development and planning for mixed uses in transit station areas.
- H-12** Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating and by reducing exposure to harmful environments.
- H-13** Promote fair housing and plan for communities that include residents with a range of abilities, ages, races, incomes, and other diverse characteristics of the population of the county.

Economy

- EC-2** Support economic growth that accommodates employment growth targets through local land use plans, infrastructure development, and implementation of economic development strategies.
- EC-5** Help businesses thrive through:

- Transparency, efficiency, and predictability of local regulations and policies;
- Communication and partnerships between businesses, government, schools, and research institutions; and
- Government contracts with local businesses.

EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention and emphasizes the importance of small businesses in creating jobs.

EC-9 Identify and support the retention of key regional and local assets to the economy, such as major educational facilities, research institutions, health care facilities, manufacturing facilities, and port facilities.

EC-12 Celebrate the cultural diversity of local communities as a means to enhance the county's global relationships.

EC-13 Address the historic disparity in income and employment opportunities for economically disadvantaged populations, including minorities and women, by committing resources to human services; community development; housing; economic development; and public infrastructure.

EC-15 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.

EC-16 Add to the vibrancy and sustainability of our communities and the health and well-being of all people through safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g. grocery stores and farmers markets), and transportation choices.

Transportation

T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.

T-4 Develop station area plans for high-capacity transit stations and transit hubs. Plans should reflect the unique characteristics and local vision for each station area including transit supportive land uses, transit rights-of-way, stations and related facilities, multi-modal linkages, and place-making elements.

T-6 Foster transit ridership by designing transit facilities and services as well as non-motorized infrastructure so that they are integrated with public spaces and private developments to create an inviting public realm.

T-12 Address the needs of non-driving populations in the development and management of local and regional transportation systems.

- T-15** Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.
- T-19** Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.
- T-20** Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions.
- T-21** Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.
- T-22** Plan and develop a countywide transportation system that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease vehicle miles traveled.
- T-23** Apply technologies, programs and other strategies that optimize the use of existing infrastructure in order to improve mobility, reduce congestion, increase energy-efficiency, and reduce the need for new infrastructure.

Public Facilities and Services

Policies under Public Facilities and Services emphasize the Growth Management Act's requirement that jurisdictions determine which facilities are necessary to serve the desired growth pattern and how they will be financed, in order to ensure timely provision of adequate services and facilities. This is a focus of the station subarea plan, supported by the analysis in this FEIS. The Public Facilities and Services section also encourages:

- Collaboration among jurisdictions;
- Conservation and efficient use of water resources;
- Provision of public sanitary sewer service or alternative high performance technologies (such as reusable waste water systems);
- Reduction of the solid waste stream, and reuse and recycling;
- Reduced energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies and the use of renewable and alternative energy resources to help meet the County's long-term energy needs;
- Provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision; and

- Provision of human and community services to meet the needs of existing and future residents in King County communities through coordinated planning, funding, and delivery of services by the county, cities, and other agencies.

2.5.5 City of Shoreline Vision 2029

In fall 2008, the City of Shoreline began working with the community to create a vision for the next twenty years to help maintain Shoreline's quality of life. The process engaged hundreds of citizens and stakeholders through a series of "Community Conversations" hosted by neighborhood associations and community groups, as well as Town Hall meetings hosted by the City Council. The process generated over 2,500 comments, which the City synthesized into a vision statement and eighteen framework goals. These were subsequently adopted by the City Council in May 2009. The vision and framework goals are presented below.

Vision 2029

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here. There always seems to be plenty to do in Shoreline – going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing; award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; the value placed on arts, culture, and history; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents, and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The City works hard to ensure that there are opportunities to live, work and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life – cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bioswales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.

A City of Neighborhoods—Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing

types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times, blends well with established neighborhood character, and sets new standards for sustainable building, energy efficiency and environmental sensitivity. Residents can leave their car at home and walk or ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting and satisfying on all levels.

Neighborhood Centers—The city has several vibrant neighborhood “main streets” that feature a diverse array of shops, restaurants, and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce, and the City.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places - like parks, plazas, cafes and wine bars - provide opportunities for neighbors to meet, mingle

and swap the latest news of the day. Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian, or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail and other regional destinations.

You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.

The Signature Boulevard—Aurora Avenue is Shoreline's grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Here and elsewhere, many Shoreline residents are able to find family-wage jobs within the city.

Housing in many of the mixed-use buildings along the boulevard is occupied by singles, couples, families, and seniors. Structures have been designed in ways that transition both visually and physically to reinforce the character of adjacent residential neighborhoods.

The improvements put in place in the early decades of the 21st century have made Aurora an attractive and energetic district that serves local residents and people from nearby Seattle, as well as other communities in King and Snohomish counties. As a major transportation corridor, there is frequent regional rapid transit throughout the day and evening. Sidewalks provide easy access for walking to transit stops, businesses, and connections to adjacent neighborhoods.

Aurora has become a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces serve as gathering places for neighborhood and citywide events throughout the year. It has state-of-the-art stormwater treatment and other sustainable features along its entire length. As you walk down Aurora you experience a colorful mix of bustling hubs – with well-designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios.

This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city's living room for major festivals and celebrations.

A Healthy Community—Shoreline residents, City government and leaders care deeply about a healthy community. The City's commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

Shoreline is a safe and progressive place to live. It is known region wide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities and provide alternative treatment for non-violent and non-habitual offenders.

Better for the Next Generation—In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and City staff strive for efficiency, transparency and consistency to ensure an effective and responsive City government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the city also values the many seniors who are a bridge to its shared history, and redevelopment has been designed to preserve our historic sites and character. As the population ages and changes over time, the City continues to expand and improve senior services, housing choices, community gardens, and other amenities that make Shoreline such a desirable place to live.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And the people of Shoreline are committed to making the city even better for the next generation.

Framework Goals

The original framework goals for the city were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the city's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects.

FG 1: Continue to support exceptional schools and opportunities for lifelong learning.

FG 2: Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.

FG 3: Support the provision of human services to meet community needs.

FG 4: Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.

FG 5: Encourage an emphasis on arts, culture and history throughout the community.

FG 6: Make decisions that value Shoreline's social, economic, and cultural diversity.

FG 7: Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.

FG 8: Apply innovative and environmentally sensitive development practices.

FG 9: Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.

FG 10: Respect neighborhood character and engage the community in decisions that affect them.

FG 11: Make timely and transparent decisions that respect community input.

FG 12: Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for the aging and/or developmentally disabled.

FG 13: Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.

FG 14: Designate specific areas for high density development, especially along major transportation corridors.

FG 15: Create a business friendly environment that supports small and local businesses, attracts large businesses to serve the community and expand our jobs and tax base, and encourages innovation and creative partnerships.

FG 16: Encourage local neighborhood retail and services distributed throughout the city.

FG 17: Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies and the business community.

FG 18: Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

2.5.6 City of Shoreline Comprehensive Plan

The City of Shoreline adopted its current Comprehensive Plan by Ordinance 649 on December 10, 2012 and it has been amended on several occasions to maintain its currency. As required under GMA, the City's current Comprehensive Plan and corresponding regulations were prepared and adopted to guide future development and fulfill the City's responsibilities. The Comprehensive Plan contains all required elements and many optional elements.

A comprehensive plan indicates how a community envisions its future, and sets forth strategies for achieving the desired vision. A comprehensive plan guides how a city will grow, identifies compatible land uses, a range of housing and employment choices, an efficient and functional transportation network, and

adequate public facilities, and protects environmental and historic resources.

A comprehensive plan can be an effective management tool for a city, providing an opportunity for community-defined direction and greater predictability for property owners. Development regulations, which implement aspects of comprehensive plans, govern such factors as allowable uses, size and location of buildings and improvements, and standards for environmental protection.

Elements Contained in the Current Comprehensive Plan

The City of Shoreline Comprehensive Plan includes the following elements, as well as other optional elements such as the Shoreline Master Plan and subarea plans:

- Land Use
- Community Design
- Housing
- Transportation
- Economic Development
- Natural Environment
- Parks, Recreation & Open Space
- Capital Facilities
- Utilities

Existing Comprehensive Plan Land Use Designations

The City of Shoreline Comprehensive Plan applies land use designations to all parcels within the city limits. Existing land use designations shown on the Comprehensive Plan map include:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institution/Campus
- Mixed Use 1
- Mixed Use 2
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space
- Light Rail Station Areas:
 - Station Area 1
 - Station Area 2
 - Station Area 3

With adoption of the 145th Street Station Subarea Plan, the Comprehensive Plan land use designations will be amended to reflect the proposed zoning of the plan. This is described in more detail in Section 3.1 of this FEIS.

Specific Policies Related to Light Rail Station Areas

As part of its 2012 Comprehensive Plan update, the City of Shoreline adopted specific land use policies related to light rail station areas that provide a guiding foundation for the subarea plan.

LU23: Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open

space, and art; and substantial landscaping and retention of significant trees.

LU24: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

LU25: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

LU26: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.

LU27: Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

LU28: Evaluate property within a ½ mile radius of a light rail station for multifamily residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

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| <p>LU29: Evaluate property within a ¼ mile radius of a light rail station for multifamily residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.</p> <p>LU30: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgcrest for multifamily, mixed-use, and non-residential uses.</p> <p>LU31: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.</p> <p>LU32: Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.</p> <p>LU33: Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.</p> <p>LU34: Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of existing land uses to those suited for Transit-Oriented</p> | <p>Communities (TOCs), taking into account when the city's development needs and market demands are ready for change.</p> <p>LU35: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.</p> <p>LU36: Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multimodal transportation facilities.</p> <p>LU37: Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).</p> <p>LU38: Identify the market and potential for redevelopment of public properties located in station and study areas.</p> <p>LU39: Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.</p> <p>LU40: Regulate station area design to provide transition from high-density multifamily residential and commercial development to single-family residential development.</p> <p>LU41: Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and</p> |
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other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.

LU42: Use the investment in light rail as a foundation for other community enhancements.

LU43: Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (e.g. Zipcar), bike-sharing, and walking and bicycle safety programs.

LU44: Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.

LU45: Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

LU46: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.



Example of affordable housing built at High Point, King County Housing Authority

Other Relevant Comprehensive Plan Goals and Policies

In addition to the specific Land Use policies pertaining to the light rail station area listed above, the following Comprehensive Plan goals and policies are relevant to the subarea.

CITIZEN PARTICIPATION

Citizen participation goals and policies guide all areas of planning in the City of Shoreline, and as such are relevant to the 145th Street Station Subarea Planned Action.

GOALS

CP I: To maintain and improve the quality of life in the community by offering a variety of opportunities for public involvement in community planning decisions.

Comprehensive Plan Definition of Transit-Oriented Communities (TOCs):

Shoreline's Comprehensive Plan defines transit-oriented communities as "Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of 1/4 to 1/2 mile from a transit stop, as this is considered to be an appropriate scale for pedestrians."

POLICIES

- CP1:** Encourage and facilitate public participation in appropriate planning processes, and make those processes user-friendly.
- CP2:** Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.

- CP3:** Ensure that the process that identifies new, or expands existing, planning goals and policies considers the effects of potential changes on the community, and results in decisions that are consistent with other policies in the Comprehensive Plan.
- CP4:** Consider community interests and needs when developing modifications to zoning or development regulations.
- CP5:** Encourage and emphasize open communication between developers and neighbors about compatibility issues.
- CP6:** Utilize a variety of approaches, encouraging a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general elements and subareas of the Comprehensive Plan.
- CP7:** Educate residents about various planning and development processes, how they interrelate, and when community input will be most influential and effective.
- CP8:** Consider the interests of present and future residents over the length of the planning period when developing new goals, policies, and implementing regulations.

LAND USE GOALS AND POLICIES

The City's Comprehensive Plan Land Use Element was reviewed to identify the goals and policies most relevant to the subarea. In addition to the land use policies developed to specifically guide station subarea planning, summarized in Chapter 2, the following land use goals and policies also are relevant.

GOALS

- Goal LU I:** Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.
- Goal LU II:** Establish land use patterns that promote walking, biking, and using transit to access goods, services, education, employment, recreation.
- Goal LU III:** Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.
- Goal LU IV:** Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline, and connects all areas of the city to high-capacity transit using a multimodal approach.
- Goal LU V:** Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.
- Goal LU VI:** Encourage pedestrian-scale design in commercial and mixed use areas.

- Goal LU VII:** Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.
- Goal LU VIII:** Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest. ***(This goal is relevant to where the N 145th Street corridor meets the Aurora Avenue N corridor.)***
- Goal LU X:** Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council. ***(Implementation of the 145th Street Station Subarea Plan would build capacity for additional growth to support this goal.)***
- Goal LU XII:** Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

POLICIES**Residential Land Use**

- LU1:** The Low Density Residential land use designation allows single-family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, cottage housing, and accessory dwellings may be allowed under certain conditions. The permitted base density for this designation may not exceed 6 dwelling units per acre.

- LU2:** The Medium Density Residential land use designation allows single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing. Apartments may be allowed under certain conditions. The permitted base density for this designation may not exceed 12 dwelling units per acre.
- LU3:** The High Density Residential designation is intended for areas near employment and/or commercial areas, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses may also be permitted. The permitted base density for this designation may not exceed 48 dwelling units per acre.
- LU4:** Allow clustering of residential units to preserve open space and reduce surface water run-off.
- LU5:** Review and update infill standards and procedures that promote quality development, and consider the existing neighborhood.
- LU6:** Protect trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.
- LU7:** Promote small-scale commercial activity areas within neighborhoods that encourage walkability, and provide opportunities for employment and “third places”.

- LU8:** Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

Mixed Use and Commercial Land Use

- LU9:** The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.
- LU10:** The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue N or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.
- LU11:** The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity of the future light rail stations at I-5 and 185th Street and I-5

and 145th Street. The SA1 designation is intended to support high density residential, a mix of uses, reduced parking standards, public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The MUR-70' Zone is considered conforming to this designation.

LU12: The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in areas surrounding the future light rail stations at I-5 and 185th Street and I-5 and 145th Street. The SA2 designation is intended to provide a transition from the SA1 designation and encourages the development of higher density residential along arterials in the subarea, neighborhood commercial uses, reduced parking standards, increased housing choices, and transitions to lower density single family homes. The MUR-45' Zone is considered conforming to this designation.

LU13: The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in area surrounding the future light rail stations at I-5 and 185th and I-5 and 145th. The SA3 designation is intended to provide a transition from the SA1 and SA2 designation and transitions to lower density designations and encourages the development of medium density residential uses, some neighborhood commercial uses, increased housing choices, and transitions to low density single-family homes. The MUR-35' Zone is considered conforming to this designation.

LU14: The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

LU15: Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

LU16: Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

Other Land Uses

LU18: The Public Facilities land use designation applies to a number of existing or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

LU19: The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

- LU20:** The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.
- LU21:** Land Use and Mobility Study Areas designate areas to be studied with regard to subarea planning for light rail stations. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and Development Code.

Light Rail Station Areas

These policies, LU20 through LU43 were presented earlier in this chapter. The 145th Street Station Subarea Planned Action is directly relevant to these policies, and the policies would best be supported and reinforced through implementation of any of the action alternatives.

Transit & Parking

- LU52:** Consider the addition of compatible mixed-uses and shared (joint use) parking at park and ride facilities.
- LU53:** Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.
- LU54:** Encourage large commercial or residential projects to include transit stop improvements when appropriate.

- LU55:** Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.
- LU56:** Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover by major parking generators.

Sustainable Land Use

- LU57:** Educate the community about sustainable neighborhood development concepts as part of the subarea planning processes to build support for future policy and regulatory changes.
- LU58:** Explore whether “EcoDistricts” could be an appropriate means of neighborhood empowerment, and a mechanism to implement triple-bottom-line sustainability goals by having local leaders commit to ambitious targets for green building, smart infrastructure, and behavioral change at individual, household, and community levels.
- LU59:** Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

LU60: Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

LU61: Support regional and state Transfer of Development Rights (TDR) programs throughout the city where infrastructure improvements are needed, and where additional density, height, and bulk standards can be accommodated.

LU62: Consider social equity and health issues in siting uses, such as manufacturing and essential public facilities¹, to provide protection from exposure to harmful substances and environments.

Water Quality and Drainage

LU69: Design, locate, and construct surface water facilities to:

- promote water quality;
- enhance public safety;
- preserve and enhance natural habitat;
- protect critical areas; and
- reasonably minimize significant, individual, and cumulative adverse impacts to the environment.

¹ There are no Essential Public Facilities (EPFs) located within the areas proposed for zoning changes under the action Alternatives 2, 3, and 4, and at this time, with the exception of the light rail facilities, it is not anticipated that EPFs meeting the definition in the Revised Code of Washington (RCW) 36.70A.200(1) would be located or sited within the station subarea. While the proposed light rail facilities classify as EPFs, these facilities are not the direct focus of this FEIS.

LU70: Pursue state and federal grants to improve surface water management and water quality.

LU71: Protect water quality through the continuation and possible expansion of City programs, regulations, and pilot projects.

LU72: Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.

LU73: Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.

LU74: Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment, and passive recreation.

COMMUNITY DESIGN

Goals and policies related of the Community Design Element of the Comprehensive Plan are directly relevant to the 145th Street Station Subarea Planned Action.

GOALS

Goal CD I: Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City's vision.

Goal CD II: Design streets to create a cohesive image, including continuous pedestrian improvements that connect to the surrounding neighborhoods.

Goal CD III: Expand on the concept that people using places and facilities draws more people.

Goal CD IV: Encourage historic preservation to provide context for people to understand their community's past.

POLICIES

Site and Building Design

CD1: Encourage building design that creates distinctive places in the community.

CD2: Refine design standards so new projects enhance the livability and the aesthetic appeal of the community.

CD3: Encourage commercial, mixed-use, and multifamily development to incorporate public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, and solar access.

CD4: Buffer the visual impact on residential areas of commercial, office, industrial, and institutional development.

CD5: Encourage architectural elements that provide protection from the weather.

Signs

CD6: Encourage signage to be complementary in scale to the building architecture and site design.

CD7: Discourage multiple or large signs that clutter, distract, or dominate the streetscape of commercial areas.

CD9: Encourage the consolidation of signs on a single structure where a commercial development includes multiple businesses.

CD10: Encourage signs on multi-tenant buildings to be complementary in size and style for all commercial and mixed-use zones.

CD11: Discourage signage that is distracting to drivers.

CD12: Improve permit process for temporary signs or banners.

Vegetation and Landscaping

CD13: Encourage the use of native plantings throughout the city.

CD14: Encourage development to consolidate onsite landscape areas to be large enough to balance the scale of the development.

CD15: Encourage concentrated seasonal planting in highly visible, public and semi-public areas.

CD16: Where feasible, preserve significant trees and mature vegetation.

CD17: Prohibit use of invasive species in required landscaping, and encourage use of native plant species whenever possible.

Open Space

CD18: Preserve, encourage, and enhance open space as a key element of the community's character through parks, trails, water features, and other significant properties that provide public benefit.

Public Spaces

CD19: Preserve and enhance views from public places of water, mountains, or other unique landmarks as valuable civic assets.

CD20: Provide public spaces of various sizes and types throughout the community.

CD21: Design public spaces to provide amenities and facilities such as seating, lighting, landscaping, kiosks, and connections to surrounding uses and activities that contribute to a sense of security.

CD22: Consider Crime Prevention through Environmental Design (CPTED) principles when developing mixed use, commercial and high-density residential uses.

CD23: Utilize landscaping buffers between different uses to provide for natural transition, noise reduction, and delineation of space while maintaining visual connection to the public amenity.

CD24: Encourage building and site design to provide solar access, as well as protection from weather.

Public Art

CD25: Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.

CD26: Encourage private donations of art for public display and/or money dedicated to the City's Municipal Art Fund.

Sidewalks, Walkways and Trails

CD27: Where appropriate and feasible, provide lighting, seating, landscaping, and other amenities for sidewalks, walkways, and trails.

Street Corridors

CD28: Use the Green Street standards in the Master Street Plan to provide an enhanced streetscape, including street trees, landscaping, natural surface water management techniques, lighting, pathways, crosswalks, pedestrian and bicycle facilities, decorative paving, signs, seasonal displays, and public art.

CD29: Provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping standards to enhance corridor appearance and create distinctive districts.

CD30: Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.

CD31: Establish and maintain attractive gateways at entry points into the city.

CD32: Use Low Impact Development techniques or green street elements, except when determined to be unfeasible. Explore opportunities to expand the use of natural surface water treatment in the right of way through partnerships with public and private property owners.

Freeway

CD33: Encourage the use of visual barriers and sound absorption methods to reduce impacts from the freeway to residential neighborhoods.

Neighborhood Commercial

CD34: Develop walkable commercial areas that provide adjacent neighborhoods with goods and services.

CD35: Encourage buildings to be sited at or near the public sidewalk.

Residential

CD36: Support neighborhood improvement projects with City grants. Possible projects include signs, crosswalks, traffic calming, fencing, special lighting, street furniture, trails, and landscaping.

CD37: Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property.

Historic Preservation

CD38: Preserve, enhance, and interpret Shoreline's history.

CD39: Recognize the heritage of the community by naming or renaming parks, streets, and other public places with their original historic names or after major figures and events.

CD40: Educate the public about Shoreline's history through commemoration and interpretation.

CD42: Develop incentives, such as fee waivers and code flexibility to encourage preservation of historic resources, including those that are currently landmarked, and sites that are not yet officially designated.

CD43: Encourage both public and private stewardship of historic sites and structures.

CD44: Work cooperatively with other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.

CD45: Facilitate designation of historic landmark sites and structures to ensure that these resources will be recognized and preserved.

HOUSING

GOALS

Goal H I: Provide sufficient development capacity to accommodate the twenty year growth forecast and promote other goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment.

Goal H II: Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.

Goal H III: Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income.

Goal H IV: “Protect and connect” residential neighborhoods so they retain identity and character, yet provide amenities that enhance quality of life.

Goal H V: Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.

Goal H VI: Encourage and support a variety of housing opportunities for those with special needs, specifically older adults and people with disabilities.

Goal H VII: Collaborate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.

Goal H VIII: Implement recommendations outlined in the Comprehensive Housing Strategy.

Goal H IX: Develop and employ strategies specifically intended to attract families with young children in order to support the school system.

POLICIES

Facilitate Provision of a Variety of Housing Choices

H1: Encourage a variety of residential design alternatives that increase housing choice.

- H2:** Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.
- H3:** Encourage infill development on vacant or underutilized sites.
- H4:** Consider housing cost and supply implications of proposed regulations and procedures.
- H5:** Promote working partnerships with public and private groups to plan and develop a range of housing choices.
- H6:** Consider regulations that would allow cottage housing in residential areas, and revise the Development Code to allow and create standards for a wider variety of housing styles.

Promote Affordable Housing Opportunities

- H7:** Create meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application would make incentives infeasible.
- H8:** Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.
- H9:** Explore the feasibility of creating a City housing trust fund for development of low income housing.

- H10:** Explore all available options for financing affordable housing, including private foundations and federal, state, and local programs, and assist local organizations with obtaining funding when appropriate.
- H11:** Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.
- H12:** Encourage that any affordable housing funded in the city with public funds remains affordable for the longest possible term, with a minimum of 50 years.
- H13:** Consider revising the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.
- H14:** Provide updated information to residents on affordable housing opportunities and first-time home ownership programs.
- H15:** Identify and promote use of surplus public and quasi-publicly owned land for housing affordable to low and moderate income households.
- H16:** Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals.

- H17:** Advocate for regional and state initiatives to increase funding for housing affordability.
- H18:** Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.
- H19:** Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city.
- H20:** Pursue public-private partnerships to preserve existing affordable housing stock and develop additional units.

Maintain and Enhance Neighborhood Quality

- H21:** Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.
- H22:** Continue to provide financial assistance to low-income residents for maintaining or repairing health and safety features of their homes through a housing rehabilitation program.
- H23:** Assure that site, landscaping, building, and design regulations create effective transitions between different land uses and densities.
- H24:** Explore the feasibility of implementing alternative neighborhood design concepts into the City's regulations.

Address Special Housing Needs

- H25:** Encourage, assist, and support social and health service organizations that offer housing programs for targeted populations.
- H26:** Support development of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs, such as those fleeing domestic violence, throughout the city and region.
- H27:** Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.
- H28:** Improve coordination among the County and other jurisdictions, housing and service providers, and funders to identify, promote, and implement local and regional strategies that increase housing opportunities.
- H29:** Support the development of public and private, short-term and long-term housing and services for Shoreline's population of people who are homeless.

Participate in Regional Housing Initiatives

- H30:** Collaborate with King and Snohomish Counties, other neighboring jurisdictions, and the King County Housing Authority and Housing Development Consortium to assess housing needs, create affordable housing opportunities, and coordinate funding.

- H31:** Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address regional housing needs.
- H32:** Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.
- H33:** Support and encourage legislation at the county, state, and federal levels that would promote the City's housing goals and policies.

TRANSPORTATION

GOALS

- Goal T I:** Maintain the transportation infrastructure so that it is safe and functional.
- Goal T II:** Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.
- Goal T III:** Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.
- Goal T IV:** Work with transit providers and regional partners to develop and implement an efficient and

effective multimodal transportation system to address overall mobility and accessibility, and which maximizes the people carrying capacity of the surface transportation system.

- Goal T V:** Protect the livability and safety of neighborhoods from the adverse impacts of the automobile.
- Goal T VI:** Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.
- Goal T VII:** Develop a transportation system that enhances the delivery and transport of goods and services.
- Goal T VIII:** Coordinate the implementation and development of Shoreline's transportation system with neighboring transit systems and regional partners.
- Goal T IX:** Support and encourage increased transit coverage and service to connect local and regional destinations to improve mobility options for all Shoreline residents.
- Goal T X:** Secure reliable funding to ensure continuous maintenance and improvement of the transportation system.

POLICIES**Sustainability and Quality of Life**

- T1:** Work with the community and regional partners to create standards for development of the Light Rail Station Special Study Areas identified in the Land Use Map (Figure LU-1) and to implement Light Rail Framework Goals, which became LU23-LU46.
- T2:** Place a higher priority on pedestrian, bicycle, and automobile safety than vehicle capacity improvements at intersections.
- T3:** Reduce the impact of the city's transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.
- T4:** Enhance neighborhood safety and livability. Use engineering, enforcement, and educational tools to improve traffic safety on city roadways.
- T5:** Communicate with and involve residents and businesses in the development and implementation of transportation projects.
- T6:** Support and promote opportunities and programs so residents have options to travel throughout Shoreline and the region using modes other than single-occupancy vehicles.

- T7:** Implement the City's Commute Trip Reduction Plan.
- T8:** In accordance with Complete Streets practices and guidelines, new or rebuilt streets shall address, as much as practical, right of way use by all users.
- T9:** Develop a comprehensive, detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts.
- T10:** Use Low Impact Development techniques or other elements of complete or green streets, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right of way through partnerships with public and private property owners.
- T11:** Site, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts to the extent feasible.
- T12:** Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and preservation of transportation resources.
- T13:** Direct service and delivery trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and efficiently, while minimizing impacts to neighborhoods.

- T14:** Implement a strategy for regional coordination that includes the following activities:
- Identify important transportation improvements in Shoreline that involve other agencies. These may include improvements that will help keep traffic on I-5 and off of Shoreline streets, such as changes to on-ramp metering and construction of a southbound collector-distributor lane from NE 205th Street to NE 145th Street;
 - Remain involved in federal, state, regional, and county budget and appropriations processes;
 - Participate in regional and county planning processes that will affect the City's strategic interests;
 - Form strategic alliances with potential partners, such as adjacent jurisdictions or like-minded agencies;
 - Develop legislative agendas, and meet with federal and state representatives who can help fund key projects;
 - Develop a regional legislative agenda and meet with area representatives from the Puget Sound Regional Council, Sound Transit, and King County Council; and
 - Develop partnerships with the local business community to advocate at the federal, state, and regional level for common interests.

- T15:** Balance the necessity for motor vehicle access to and from new development with the need to minimize traffic impacts to existing neighborhoods.
- T16:** Design and development standards that are adopted to minimize the negative traffic impacts of new development should also take into consideration the needs of the new residents that will occupy the buildings.
- T17:** Maintain the existing street grid network to maximize multimodal connectivity throughout the city. Utilize mechanisms that are appropriate for different street classifications to address increased traffic volumes and speeds.

Bicycle System

- T18:** Implement the Bicycle System Plan included in the City's Transportation Master Plan (TMP). Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit, and are easily accessible. Use short-term improvements, such as signage and markings, to identify routes when large capital improvements will not be constructed for several years.
- T19:** Develop standards for creation of bicycle facilities.
- T20:** Educate residents about bicycle safety, health benefits of bicycling, and options for bicycling in the city. This program should include coordination or partnering with outside agencies.

Pedestrian System

- T21:** Implement the Pedestrian System Plan included in the City's TMP through a combination of public and private investments.
- T22:** When identifying transportation improvements, prioritize construction of sidewalks, walkways, and trails. Pedestrian facilities should connect to destinations, access transit, and be accessible by all.
- T23:** Design crossings that are appropriately located, and provide safety and convenience for pedestrians.
- T24:** Develop flexible sidewalk standards to fit a range of locations, needs, and costs.
- T25:** Develop a public outreach program to inform residents about options for walking in the city, and educate residents about pedestrian safety and health benefits of walking. This program should include coordination or partnering with outside agencies.

Transit System

- T26:** Make transit a more convenient, appealing, and viable option for all trips through implementation of the Shoreline Transit Plans included in the City's TMP.
- T27:** Monitor the level and quality of transit service in the city, and advocate for improvements as appropriate.

- T28:** Encourage development that is supportive of transit, and advocate for expansion and addition of new routes in areas with transit supportive densities and uses.
- T29:** Encourage transit providers to expand service on existing transit routes, in accordance with adopted transit agency service guidelines.
- T30:** Work with transportation providers to develop a safe, efficient, and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.
- T31:** Work with Metro Transit and the City of Seattle to implement "RapidRide" Bus Rapid Transit (BRT) service on the Aurora Avenue N corridor, and operate it as a convenient, appealing option for people who live or work in Shoreline, and those that want to visit.
- T32:** Work with transit agencies to improve east-west service across the city, and service from Shoreline to the University of Washington.
- T33:** Strengthen Aurora Avenue N as a high usage transit corridor that encourages cross-county, seamless service.
- T34:** Work with Sound Transit, the Shoreline School District, the Washington State Department of Transportation, King County Metro Transit, the City of Seattle, and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas

surrounding the future Link Light Rail stations. (See LU23 through LU46 for additional light rail station study area policies.)

- T35:** Work with King County Metro Transit and/or Sound Transit to develop a plan for bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate.
- T36:** Support and encourage the development of additional high-capacity transit service in Shoreline.
- T37:** Continue to install and support the installation of transit supportive infrastructure.
- T38:** Work with Metro Transit, Sound Transit, and Community Transit to develop a bus service plan that connects residents to light rail stations, high-capacity transit corridors, and park and ride lots throughout the city.
- T39:** Implement traffic mitigation measures at Light Rail Station Areas.
- T40:** Promote livable neighborhoods around the light rail stations through land use patterns, transit service, and transportation access.

Master Street Plan

- T41:** Design City transportation facilities with a primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles,

and walking, with vehicle parking identified as a secondary use.

- T42:** Implement the standards outlined in the Master Street Plan for development of the city's roadways.
- T43:** Frontage improvements shall support the adjacent land uses, and fit the character of the areas in which they are located.

Concurrency and Level of Service

- T44:** Adopt Level of Service (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better.

These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

T45: The following levels of service are the desired frequency of transit service in the city:

- Headways on all-day service routes should be no less than thirty minutes, including weekends and evenings (strive for ten minute or less headways during the day on these routes).
- Headways on peak-only routes should be no more than twenty minutes (strive for fifteen minute or less headways on these routes).

Transportation Improvements

T46: Projects should be scheduled, designed, and constructed with the following criteria taken into consideration:

- Greatest benefit and service to as many people as possible;
- Ability to be flexible and respond to a variety of needs and changes;
- Coordination with other City projects to minimize costs and disruptions;
- Ability to partner with private development and other agencies to leverage funding from outside sources; and
- Flexibility in the implementation of projects when funding sources or opportunities arise.

T47: Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the city.

T48: Pursue corridor studies on key corridors to determine improvements that address safety, capacity, and mobility, and support adjacent land uses.

T49: Expand the city's pedestrian network. Prioritize projects shown on the Pedestrian System Plan included in the TMP using the following criteria:

- Ability to be combined with other capital projects or leverage other funding;
- Proximity to a school or park;

- Located on an arterial;
- Located in an activity center, such as Town Center, North City, Ballinger, or connects to Aurora Avenue N;
- Connects to an existing walkway or the Interurban Trail;
- Connects to transit; and/or
- Links major destinations such as neighborhood businesses, high density housing, schools, and recreation facilities.

T50: Prioritize projects that complete the city's bicycle networks, as shown on the Bicycle System Plan included in the TMP, using the following criteria:

- Connects to the Interurban Trail;
- Completes a portion of the routes connecting the Interurban and Burke Gilman Trails;
- Provides access to bus rapid transit or light rail;
- Connects to existing facilities;
- Connects to high-density housing, commercial areas, or public facilities;
- Connects to a regional route, or existing or planned facilities in a neighboring jurisdiction

- Links to a school or park; and/or
- Able to be combined with other capital projects or leverage other funding.

T52: Continue to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study of 145th Street that would result in a plan for the corridor to improve safety, efficiency, and modality for all users.

Funding

T53: Aggressively seek grant opportunities to implement the City's TMP, and work to ensure that Shoreline receives regional and federal funding for its high- priority projects.

T54: Support efforts at the state and federal level to increase funding for the transportation system.

T55: Identify and secure funding sources for transportation projects, including bicycle and pedestrian projects.

T56: Develop and implement a citywide transportation impact fee program to fund growth related transportation improvements, and when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts.

T57: Provide funding for maintenance, preservation, and safety.

ECONOMIC DEVELOPMENT**GOALS**

- Goal ED I:** Maintain and improve the quality of life in the community by:
- Increasing employment opportunities and the job base;
 - Supporting businesses that provide goods and services to local and regional populations;
 - Reducing reliance on residential property tax to fund City operations and capital improvements;
 - Providing quality public services;
 - Complementing community character; and
 - Maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.
- Goal ED II:** Promote retail and office activity to diversify sources of revenue, and expand the employment base.

- Goal ED III:** Facilitate private sector economic development through partnerships and coordinating funding opportunities.
- Goal ED IV:** Promote and sponsor improvements and events throughout Shoreline that attract investment.
- Goal ED V:** Grow revenue sources that support City programs, services, and infrastructure.
- Goal ED VI:** Support employers and new businesses that create more and better jobs.
- Goal ED VII:** Encourage multi-story buildings for efficient land use.
- Goal ED VIII:** Promote and support vibrant activities and businesses that grow the local economy.
- Goal ED IX:** Incorporate environmental quality and social equity into economic development as part of a triple-bottom-line approach to sustainability.

POLICIES**Quality Of Life**

- ED1:** Improve economic vitality by:
- Promoting existing businesses;
 - Recruiting new businesses;

<ul style="list-style-type: none"> Assisting businesses to create strategies and action plans through the Small Business Accelerator Program; Encouraging increased housing density around commercial districts, especially those served by high-capacity rapid transit, to expand customer base; and Developing design guidelines to enhance commercial areas with pedestrian amenities, and “protect and connect” adjacent residential areas. 	
ED2: Promote non-motorized connections between commercial businesses, services, and residential neighborhoods.	ED7: Enhance existing neighborhood shopping and community nodes to support increased commercial activity, neighborhood identity, and walkability.
ED3: Encourage and support home-based businesses in the city, provided that signage, parking, storage, and noise levels are compatible with neighborhoods.	ED8: Explore whether creating an “Aurora Neighborhood” as a fifteenth neighborhood in Shoreline would allow the City to better serve citizens, and to capitalize on its infrastructure investment.
ED4: Use incentives and development flexibility to encourage quality development.	ED9: Promote land use and urban design that allows for smart growth and dense nodes of transit-supportive commercial activity to promote a self-sustaining local economy.
ED5: Attract a diverse population, including artists and innovators. Attract families with young children to support schools. Identify other targeted populations that contribute to a vibrant, multi-generational community.	ED10: Coordinate with local community and technical colleges, and other institutions of higher learning, including the University of Washington, to train a workforce that is prepared for emerging jobs markets.
ED6: Work to reinvigorate economically blighted areas in Shoreline by establishing Community Renewal Areas with associated renewal plans.	ED11: Diversify and expand the city’s job base, with a focus on attracting living-wage jobs, to allow people to work and shop in the community.
	ED12: Revitalize commercial business districts, and encourage high-density mixed-use in these areas.
	ED13: Support and retain small businesses, and create an environment where new businesses can flourish.
	ED14: Encourage a mix of businesses that complement each other, and provide variety to the community to create activity and economic momentum.

ED15: Direct capital improvements to key areas to promote the city's image, create a sense of place, and grow and attract businesses.

ED16: Actively work with other jurisdictions, educational institutions, agencies, economic development organizations, and local business associations to stimulate business retention, and implement interlocal and regional strategies.

ED17: Provide fast, predictable, and customer service-oriented permitting processes for commercial improvements, expansions, and developments.

ED18: Use and/or conduct market research as needed to guide the City's economic development strategies and to assist businesses.

ED19: Coordinate and initiate financial assistance for businesses, when appropriate, using county, state, and federal program funds, facility grants, loans, and revolving loan funds.

ED20: Encourage businesses to plan for shared parking when redeveloping commercial areas in order to provide adequate (but not excessive) parking. Other considerations in design of mixed-use or multi-tenant parking areas should include opportunities for interconnectivity and shared space, number and placement of curb cuts, and routes for ingress/egress.

ED21: Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.

ED22: Provide incentives for land uses that enhance the city's vitality through a variety of regulatory and financial strategies.

ED23: Encourage the redevelopment of key and/or underused parcels through incentives and public/private partnerships.

ED24: Attract and promote clean, green industry within the city.

ED25: Develop regulations for food carts, which allow for incubator businesses while respecting established local restaurants, including temporary use for events.

Placemaking

ED26: Consider establishing specific districts, such as cultural, entertainment, or ecological districts.

ED27: Develop a vision and strategies for creating dense mixed-use nodes anchored by Aurora's retail centers, including how to complement, support, and connect them with mid-rise residential, office, and destination retail buildings.

ED28: Practice the activities of placemaking:

- Create unique cachet, or distinctive character;

- Build infrastructure;
- Collaborate;
- Assist businesses that serve the community; and
- Hone legislation.

ED29: Reinvent Aurora Square to help catalyze a master-planned, sustainable lifestyle destination.

ED30: Unlock the Fircrest excess property to create living-wage jobs while respecting and complementing its existing function as a facility for people with disabilities.

ED31: Plan the Light Rail Station Areas to create connectivity for appropriate growth.

ED32: Foster on-going placemaking projects:

- Revitalize development areas in:
 - o Town Center
 - o Echo Lake
 - o North City
 - o Richmond Beach
 - o Ridgecrest/Briarcrest
 - o Ballinger
- Attract mid-sized businesses;
- Support farmers market;
- Expand events and festivals;

- Surplus institutional property; and
- Support educational institutions.

NATURAL ENVIRONMENT

GOALS

Goal NE I: Minimize adverse impacts on the natural environment through leadership, policy, and regulation, and address impacts of past practices where feasible.

Goal NE II: Lead and support efforts to protect and improve the natural environment, protect and preserve environmentally critical areas, minimize pollution, and reduce waste of energy and materials.

Goal NE III: Regulate land disturbances and development to conserve soil resources and protect people, property, and the environment from geologic hazards, such as steep slope, landslide, seismic, flood, or erosion hazard areas.

Goal NE IV: Protect, enhance, and restore habitat of sufficient diversity and abundance to sustain indigenous fish and wildlife populations.

Goal NE V: Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions, and promotion of

efficient and effective solutions for transportation, clean industries, and development.

- Goal NE VI:** Manage the stormwater system through the preservation of natural systems and structural solutions in order to:
- Protect water quality;
 - Provide for public safety and services;
 - Preserve and enhance fish and wildlife habitat, and critical areas;
 - Maintain a hydrologic balance; and
 - Prevent property damage from flooding and erosion.
- Goal NE VII:** Continue to require that natural and on-site solutions, such as infiltration and rain gardens, be proven infeasible before considering engineered solutions, such as detention.
- Goal NE VIII:** Preserve, protect, and where feasible, restore wetlands, shorelines, and streams for wildlife, appropriate human use, and the maintenance of hydrological and ecological processes.

Goal NE IX: Use education and outreach to increase understanding, stewardship, and protection of the natural environment.

Goal NE X: Maintain and improve the city's tree canopy.

POLICIES

General

- NE1:** Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, ecological functions, and agricultural lands in the region.
- NE2:** Preserve environmental quality by taking into account the land's suitability for development, and directing intense development away from critical areas.
- NE3:** Balance the conditional right of private property owners to develop and alter their land with protection of native vegetation and critical areas.
- NE4:** Conduct all City operations to minimize adverse environmental impacts by reducing consumption and waste of energy and materials; minimizing use of toxic and polluting substances; reusing, reducing, and recycling; and disposing of all waste in a safe and responsible manner.
- NE5:** Support, promote, and lead public education and involvement programs to raise awareness about

environmental issues; motivate individuals, businesses, and community organizations to protect the environment; and provide opportunities for the community and visitors to practice stewardship, and enjoy Shoreline's unique environmental features.

- NE6:** Provide incentives for site development that minimizes environmental impacts.
- NE7:** Coordinate with other governmental agencies, adjacent communities, and non-profit organizations to protect and enhance the environment.
- NE8:** Continue to identify and map the location of all critical areas and buffers located within Shoreline. If there is a conflict between the mapped location and field information collected during project review, field information that is verified by the City shall govern.
- NE9:** Environmentally critical areas may be designated as open space, and should be conserved and protected from loss or degradation wherever feasible.
- NE10:** Remove regulatory barriers and create incentives to encourage the use of sustainable building methods and materials (such as those specified under certification systems like LEED, Built Green, Salmon-Safe, and Living Building Challenge) that may reduce impacts on the built and natural environment.

Geological and Flood Hazard Areas

- NE11:** Mitigate drainage, erosion, siltation, and landslide impacts, while encouraging native vegetation.
- NE12:** Seek to minimize risks to people and property in hazard areas through education and regulation.
- NE13:** Research information available on tsunami hazards and map the tsunami hazard areas located in Shoreline. Consider the creation of development standards and emergency response plans for tsunami hazard areas to minimize tsunami-related impacts.
- NE14:** Inform landowners about site development, drainage, and yard maintenance practices that affect slope stability and water quality.
- NE15:** Develop technical resources for better understanding of overall hydrology, and utilize innovative approaches to resolve long-standing flooding issues.
- NE16:** Prioritize the resolution of flooding problems based on public safety risk, property damage, and flooding frequency.
- NE17:** Promote public education and encourage preparation in areas that are potentially susceptible to geological and flood hazards.

Vegetation Protection

- NE18:** Develop educational materials, incentives, policies, and regulations to conserve native vegetation on public and private land for wildlife habitat, erosion control, and human enjoyment. The City should establish regulations to protect mature trees and other native vegetation from the adverse impacts of residential and commercial development, including short-plat development.
- NE19:** Minimize removal of healthy trees, and encourage planting of native species in appropriate locations.
- NE20:** Minimize clearing and grading if development is allowed in an environmentally critical area or critical area buffer.
- NE21:** Identify and protect wildlife corridors prior to, during, and after land development through public education, incentives, regulation, and code enforcement.
- NE22:** Encourage the use of native and low-maintenance vegetation.

Wetlands and Habitat Protection

- NE23:** Participate in regional species protection efforts, including salmon habitat enhancement and restoration.
- NE24:** Preserve critical wildlife habitat, including those identified as priority species or priority habitats by the Washington Department of Fish and Wildlife, through regulation, acquisition, incentives, and other techniques.

Habitats and species of local importance will also be protected in this manner.

- NE25:** Strive to achieve a level of no net loss of wetlands function, area, and value within each drainage basin.
- NE26:** Restore existing degraded wetlands where feasible.
- NE27:** Focus on wetland and habitat restoration efforts that will result in the greatest benefit for areas identified by the City as priority for restoration.

Streams and Water Resources

- NE28:** Support and promote basin stewardship programs to prevent adverse surface water impacts, and to identify opportunities for watershed improvements.
- NE29:** Stream alterations, other than habitat improvement should only occur when it is the only means feasible, and should be the minimum necessary.
- NE30:** Identify and prioritize potential stream enhancement projects through surface water basin planning and its public participation process. Enhancement efforts may include daylighting of streams that have been diverted into underground pipes or culverts, removal of anadromous fish barriers, or other options to restore aquatic environments to a natural state.
- NE31:** Work with citizen volunteers, state and federal agencies, and Indian tribes to identify, prioritize, and eliminate

physical barriers and other impediments to anadromous fish spawning and rearing habitat.

NE32: Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies that help regulate surface flows and recharge groundwater.

NE33: Conserve and protect groundwater resources.

NE34: Provide additional public access to Shoreline’s natural features, including the Puget Sound shoreline. The City will attempt to reach community and neighborhood agreement on any proposal to improve access to natural features where the proposal has the potential to negatively impact private property owners.

NE35: Educate the public on best management practices regarding use of pesticides and fertilizers to prevent run-off of chemicals and pollution of water bodies.

Clean Air and Climate Protection

NE36: Support federal, state, and regional policies intended to protect clean air in Shoreline and the Puget Sound Basin.

NE37: Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to reduce greenhouse gas emissions, and as an alternative to dependence on automobiles.

NE38: Reduce the amount of air-borne particulates through continuation and possible expansion of the street-

sweeping program, dust abatement on construction sites, education to reduce burning of solid and yard waste, and other methods that address particulate sources.

NE39: Support and implement the Mayor’s Climate Protection Agreement, climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.

Sustainability

NE40: Establish policy decisions and priorities considering long-term impacts on natural and human environments.

NE41: Lead by example and encourage other community stakeholders to commit to sustainability. Design our programs, policies, facilities, and practices as models to be emulated.

NE42: Recognize that a sustainable community requires and supports economic development, human health, and social benefit. Make decisions using the “triple bottom line” approach to sustainability (environment, economy, and social equity).

NE43: Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change. Serve as catalyst and facilitator for partnerships to leverage change in the broader community.

NE44: Apply adaptive management techniques and clearly communicate findings to the Shoreline community: individuals, businesses, non-profits, utilities, and City decision-makers. Use analytical and monitoring tools with performance targets to evaluate investments.

NE45: Design natural infrastructure into projects whenever feasible to mimic ecological processes.

NE46: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through new and existing programs, such as the Backyard Wildlife Habitat stewardship certification program.

PARKS, RECREATION, AND OPEN SPACE

GOALS

- Goal PR I:** Preserve, enhance, maintain, and acquire built and natural facilities to ensure quality opportunities exist.
- Goal PR II:** Provide community-based recreational and cultural programs that are diverse and affordable.
- Goal PR III:** Meet the parks, recreation, and cultural service needs of the community by equitably distributing resources.
- Goal PR IV:** Establish and strengthen partnerships with other public agencies, non-governmental organizations,

volunteers, and City departments to maximize the public use of all community resources.

Goal PR V: Engage the community in park, recreation, and cultural services decisions and activities.

POLICIES

- PR1:** Preserve, protect, and enhance the city's natural, cultural, and historical resources; encourage restoration, education, and stewardship.
- PR2:** Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.
- PR3:** Maintain current facilities, and plan, develop, and acquire assets as the need is identified.
- PR4:** Maintain environmentally sustainable facilities that reduce waste, protect ecosystems, and address impacts of past practices.
- PR5:** Create efficiencies and reduce maintenance costs by using contracted services and volunteers where feasible.
- PR6:** Maintain safe, attractive facilities using efficient and environmentally sustainable practices.
- PR7:** Encourage a variety of transportation options that provide better connectivity to recreation and cultural facilities.

- PR8:** Improve accessibility and usability of existing facilities
- PR9:** Provide and enhance recreational and cultural programs to serve all ages, abilities, and interests.
- PR10:** Provide affordable programs and offer financial support for those who qualify.
- PR11:** Create programs to support and encourage an active and healthy lifestyle.
- PR12:** Determine the community's needs by conducting need assessments.
- PR13:** Adjust program and facility offerings to align with demographic trends and needs assessment findings.
- PR14:** Equitably distribute facilities and program offerings based on identified needs.
- PR15:** Collaborate with and support partners to strengthen communitywide facilities and programs.
- PR16:** Seek partners in the planning, enhancement, and maintenance of facilities and programs.
- PR17:** Develop mechanisms for public outreach, communication, and coordination among partners.
- PR18:** Encourage consistent and effective public involvement in short- and long-range park planning processes.

PR19: Provide public relations and publicity efforts to inform citizens of communitywide opportunities.

PR20: Create volunteer opportunities to encourage citizen involvement and participation.

CAPITAL FACILITIES

GOALS

Goal CF I:

Provide adequate public facilities that address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines. To support Goal CF I:

- Acquire Seattle Public Utilities (SPU) water system in Shoreline;
- As outlined in the 2002 Interlocal Operating Agreement, complete the assumption of the Ronald Wastewater District; and prepare for the expiration of the Shoreline Water District franchise (scheduled for 2027) by evaluating the possibility of assumption and consolidation with the City's water system acquired from the City of Seattle (SPU), among other options.

Goal CF II:

Ensure that capital facilities and public services necessary to support existing and new development are available, concurrent with locally adopted levels of service and in accordance with Washington State Law.

Goal CF III:

Provide continuous, reliable, and cost-effective capital facilities and public services in the city and its Urban Growth Area in a phased, efficient manner, reflecting the sequence of development as described in other elements of the Comprehensive Plan.

Goal CF IV:

Enhance the quality of life in Shoreline through the planned provision of capital facilities and public services that are provided either directly by the City or through coordination with other public and private entities.

Goal CF V:

Facilitate, support, and/or provide citywide utility services that are:

- Consistent, reliable, and equitable;
- Technologically innovative, environmentally sensitive, and energy efficient;
- Sited with consideration for location and aesthetics; and
- Financially sustainable.

Goal CF VI:

Maintain and enhance capital facilities that will create a positive economic climate, and ensure adequate capacity to move people, goods, and information.

POLICIES**General**

- CF1:** The City's 6-year Capital Improvement Plan (CIP) shall serve as the short-term budgetary process for implementing the long-term Capital Facility Plan (CFP). Project priorities and funding allocations incorporated in the CIP shall be consistent with the long-term CFP.
- CF2:** Obtain and maintain an inventory that includes locations and capacities of existing City-managed and non-City-managed capital facilities.
- CF3:** Review capital facility inventory findings and identify future needs regarding improvements and space, based on adopted levels of service standards and forecasted growth, in accordance with this Plan and its established land uses.
- CF4:** Coordinate with public entities that provide services within the City's planning area in development of consistent service standards.
- CF5:** Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential in areas zoned for commercial and mixed-use.
- CF6:** Ensure appropriate mitigation for both the community and adjacent areas if Shoreline is selected as a site for a

regional capital facility, or is otherwise impacted by a regional facility's expansion, development, or operation.

Financing and Funding Priorities

CF7: Work with service providers to ensure that their individual plans have funding policies that are compatible with this element.

CF8: Capital Facility improvements that are needed to correct existing deficiencies or maintain existing levels of service should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.

CF9: Improvements necessary to provide critical City services such as police, surface water, and transportation at designated service levels concurrent with growth shall have funding priority for City funds over improvements that are needed to provide capital facilities.

CF10: Consider all available funding and financing mechanisms, such as utility rates, bonds, impacts fees, grants, and local improvement districts for funding capital facilities.

CF11: Evaluate proposed public capital facility projects to identify net costs and benefits, including impacts on transportation, stormwater, parks, and other public services. Assign greater funding priority to those projects that provide a higher net benefit and provide multiple functions to the community over projects that provide single or fewer functions.

CF12: Utilize financing options that best facilitate implementation of the CIP in a financially prudent manner.

Mitigation and Efficiency

CF13: Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

CF14: Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, and minimize disruption to the community.

CF15: Through site selection and design, seek opportunities to minimize the impact of capital facilities on the environment, and whenever possible, include enhancements to the natural environment.

CF16: Promote water reuse and water conservation opportunities that diminish impacts on water, wastewater, and surface water systems, and promote conservation or improvement of natural systems.

CF17: Encourage the use of ecologically sound site design in ways that enhance provision of utility services.

CF18: Support local efforts to minimize inflow and infiltration, and reduce excessive discharge of surface water into wastewater systems.

Coordination and Public Involvement

- CF19:** Provide opportunities for public participation in the development or improvement of capital facilities.
- CF20:** Solicit and encourage citizen input in evaluating whether the City should seek to fund large communitywide capital facility improvements through voter-approved bonds.
- CF21:** Work with non-City service providers to make capital facility improvements where deficiencies in infrastructure and services have been identified.
- CF22:** Actively work with providers to address deficiencies that pose a threat to public safety or health, or impediments to meeting identified service levels.
- CF23:** Critically review updated capital facility plans prepared by special districts or other external service providers for consistency with the Land Use and Capital Facilities Elements of this Plan, and identify opportunities for:
- Co-location of facilities;
 - Service enhancements and coordination with City facilities and services;
 - Development of public and environmental enhancements; and
 - Reductions to overall public costs for capital improvements.

- CF24:** Track technological innovations to take advantage of opportunities to enhance services or create new utilities.

Levels of Service

- CF25:** Evaluate and establish designated levels of service to meet the needs of existing and anticipated development.
- CF26:** Plan accordingly so that capital facility improvements needed to meet established level of service standards can be provided by the City or the responsible service providers.
- CF27:** Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies.
- CF28:** Resolve conflicts between level of service standards, capital improvement plans, and service strategies for interrelated service providers.
- CF29:** Encourage the adequate provision of the full range of services, such as parks, schools, municipal facilities, solid waste, telecommunications, and emergency services for new development, at service levels that are consistent throughout the city.
- CF30:** Work with all outside service providers to determine their ability to continue to meet service standards over the 20-year timeframe of the Comprehensive Plan.

CF31: The City establishes the following levels of service as the minimum thresholds necessary to adequately serve development, as well as the minimum thresholds to which the City will strive to provide for existing development (see next page for table).

CF32: The City establishes the following targets to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services (see next page for table).

UTILITIES

GOALS

Goal U I: Facilitate, support, and/or provide citywide utility services that are:

- Consistent, reliable, and equitable;
- Technologically innovative, environmentally sensitive, and energy efficient;
- Sited with consideration for location and aesthetics; and financially sustainable.

Goal U II: Facilitate the provision of appropriate, reliable utility services, whether through City-owned and operated services, or other providers.

Goal U III: Acquire Seattle Public Utilities water system in Shoreline.

POLICIES

U1: Coordinate with utility providers to ensure that the utility services are provided at reasonable rates citywide, and that those services meet service levels identified or recommended in the Capital Facilities Element.

U2: Pursue alternative service provision options that may be more effective at providing services to our residents, including acquiring portions of the Seattle Public Utility water system, potential assumption of Ronald Wastewater District, and examining options with regard to the expiration of the Shoreline Water District franchise (scheduled for 2027).

U3: Encourage and assist the timely provision of the full range of utilities within Shoreline in order to serve existing businesses, including home businesses, and promote economic development.

U4: Support the timely expansion, maintenance, operation, and replacement of utility infrastructure in order to meet anticipated demand for growth identified in the Land Use Element.

Consistency and Coordination

U5: Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.

City-Managed Capital Facilities & Services/Policy CF 31 and CF 32

Type of Capital Facility or Service	Level of Service
Park Facilities	<p>Park Facility Classification and Service Areas:</p> <ul style="list-style-type: none"> • Regional Parks - Citywide • Large Urban Parks - Citywide • Community Parks - 1 ½ miles • Neighborhood Parks - ½ miles • Natural Areas - ½ miles • Special Use Facilities - Citywide • Street Beautification Areas – None <p>The adopted 2011-2017 Parks, Recreation, and Open Space (PROS) Plan provides an inventory of park facilities by classification and service area. The PROS Plan creates an “Amenity Driven Approach” establishing an interconnected relationship between park facilities within the overall park system. Chapter 4 of the PROS Plan analyzes the target level of service for each classification.</p>
Police	0.85 officers per 1,000 residents; and a response time of 5 minutes or less to all high priority calls, and within 30 minutes to all calls.
Transportation	As established by the Transportation Element, adopted Transportation Master Plan, and as provided in the Capital Facilities Supporting Analysis section.
Surface Water	Consistent with the level of service recommended in the most recently adopted Surface Water Master Plan.

Non-City Managed Capital Facilities & Services/Policy CF 31 and CF 32

Type of Capital Facility or Service	Level of Service
Water	Consistent with fire flow rates stated in the International Fire Code. Potable water as determined by the Washington State Department of Health.
Wastewater	Collection of peak wastewater discharge, including infiltration and inflow, resulting in zero overflow events per year due to capacity and maintenance inadequacies (or consistent with current health standards).
Schools	The City of Shoreline is wholly within the boundaries of the Shoreline School District. The City neither sets nor controls the level of service standards for area schools. The Shoreline School District is charged with ensuring there is adequate facility space and equipment to accommodate existing and projected student populations. The City coordinates land use planning with the school district to ensure there is adequate capacity in place or planned.

Mitigation and Efficiency

- U6:** Encourage the design, siting, construction, operation, and relocation or closure of all utility systems in a manner that:
- Is cost effective;
 - Minimizes and mitigates impacts on adjacent land uses;
 - Is environmentally sensitive; and
 - Is appropriate to the location and need.
- U7:** Encourage the co-location or joint use of trenches, conduits, or poles so that utilities may encourage expansion, maintenance, undergrounding, and upgrading facilities with the least amount of disruption to the community or of service delivery.

Solid Waste

- U8:** Monitor solid waste collection providers for adequacy of service and compliance with service contracts.
- U9:** Support recycling and waste reduction efforts throughout the community.

Electricity

- U10:** Where found to be safe and appropriate, promote recreational use of utility corridors, such as trails, sport courts, and similar facilities.
- U11:** Work with electric utility providers to limit trimming of trees and other vegetation to that which is necessary for the safety and maintenance of transmission facilities where feasible.
- U12:** Promote the undergrounding of new and existing electric distribution lines, where physically and financially feasible, as streets are improved and/or areas are redeveloped, based on coordination with local utilities.

Telecommunications

- U13:** Minimize impacts of telecommunication facilities and towers on the community.
- U14:** Promote the undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.
- U15:** Support the provision of high-quality cable and satellite service throughout the community.
- U16:** Promote opportunities for distance learning and telecommuting to implement economic development and

climate initiatives, such as encouraging more home-based businesses that provide jobs without increased traffic.

U17: Encourage and work with telecommunication providers to develop networks which employ technologies that increase interconnectivity between different networks.

U18: Work with utility companies and public institutions to develop a full range of community information services available to citizens and businesses through the telecommunication network.

Wireless Communications Facilities

U19: Facilitate access to reliable wireless communications services throughout the city, including increasing the service area on the western side of the city.

U20: Protect community aesthetics by planning for well-sited and well-designed wireless service facilities that fit unobtrusively with the environment.

U21: Manage the placement of all communication antennas, antenna support structures, buildings, and associated equipment to promote efficient service delivery and avoid unnecessary proliferation.

Natural Gas

U22: Coordinate with natural gas utilities for improvements and expansion throughout the community, and support

the eventual provision of full coverage of natural gas services.

2.5.7 Transportation Master Plan

The City of Shoreline Transportation Master Plan (TMP), which also functions as the Transportation Element of the City's Comprehensive Plan, was adopted in 2011 with amendments adopted in December 2012 and December 2013. Chapter 3 of the TMP, Sustainability and Quality of Life, references goals and policies along with management and implementation strategies to guide planning, design, and development of streets and transportation facilities in the city. The TMP cites specific goals and policies of the Comprehensive Plan (listed above) and encourages best practices in street design such as integration of green infrastructure and low impact development. The TMP also encourages the provision of complete streets that meet everyone's needs with facilities for all modes of transportation. Specific goals and policies cited in the TMP related to quality of life include:

- Comprehensive Plan Goal FG 13: Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- Goal T I: Provide safe and friendly streets for Shoreline citizens.
- Goal T II: Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility.

Maximize the people-carrying capacity of the surface transportation system.

- Policy T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle and automobile safety over vehicle capacity improvements at intersections.
- Policy T2: Reduce the impact of the City's transportation system on the environment through the use of technology, expanded transit use and nonmotorized transportation options.
- Policy T10: Transportation projects and facilities should be sited, designed and constructed to avoid or minimize negative environmental impacts to the extent feasible.

Implementation Strategies

- 10.1.** Minimize curb cuts (driveways) on arterial streets by combining driveways through the development review process and in implementing capital projects.
- 10.2** Implement the Transportation Master Plan that integrates the City's Complete Streets program. Promote adequate capacity on the roadways and intersections to provide access to homes and businesses.
- 10.3.** Coordinate transportation infrastructure design and placement to serve multiple public functions when

possible, i.e. integrate stormwater management, parks development and transportation facility design.

- 10.4.** Implement a coordinated signal system that is efficient and flexible depending on demand or time of day and responsive to all types of users, including transit riders, bicyclists and pedestrians.
- 10.5.** Require evaluation of the transportation impacts resulting from significant land use developments. Each development that requires a Transportation Impact Analysis should have project specific scoping that evaluates all transportation modes, including pedestrian, bicycle, and transit. A more specific impact analysis that includes activities such as pedestrian activity near schools or high traffic volumes outside of standard peak period travel times is required to address the unique transportation needs of some land uses.

Additional discussion about the TMP is provided in Section 3.3 of this FEIS.

2.5.8 Parks, Recreation, and Open Space (PROS) Master Plan

The PROS Master Plan, which also serves as the basis for the City's Comprehensive Plan Parks Element, was adopted July 25, 2011 and includes specific goals and policies that support:

- The preservation, enhancement, maintenance and acquisition of facilities

- Diverse, affordable community-based recreational, cultural and arts programs
- Equitable distribution of resources
- Partnerships that maximize the public use of all community resources
- Community engagement in parks, recreation and cultural service activities and decisions

The PROS plan vision is stated as: *Provide quality parks, recreation and cultural services to promote public health and safety; protect our natural environment; and enhance the quality of life of our community.*

Key goals and policies include the following.

GOAL 1 Preserve, enhance, maintain and acquire built and natural facilities to ensure quality opportunities exist.

Policy 1.1: Preserve, protect and enhance natural, cultural and historical resources, and encourage restoration, education and stewardship.

Policy 1.2: Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.

Policy 1.3: Maintain current facilities and plan, develop and acquire assets as the need is identified.

Policy 1.4: Maintain environmentally sustainable facilities that reduce waste, protect ecosystems and address impacts of best practices.

Policy 1.5: Create efficiencies and reduce maintenance costs by using contracted services and volunteers where feasible.

Policy 1.6: Maintain safe, attractive facilities using efficient and environmentally sustainable practices.

Policy 1.7: Encourage a variety of transportation options to provide better connectivity to recreation and cultural facilities.

Policy 1.8: Improve accessibility and usability of existing facilities.

GOAL 2 Provide community-based recreational and cultural programs that are diverse and affordable.

Policy 2.1: Provide and enhance recreational and cultural programs to serve all ages, abilities, and interests.

Policy 2.2: Provide affordable programs and offer financial support for those who qualify.

Policy 2.3: Create programs to support and encourage an active and healthy lifestyle.

GOAL 3 Meet the parks, recreation and cultural service needs of the community by equitably distributing resources.

Policy 3.1: Determine the community's need by conducting need assessments.

Policy 3.2: Adjust program and facility offerings to align with demographic trends and need assessment findings.

Policy 3.3: Equitably distribute facilities and program offerings based on need.

GOAL 4 Establish and strengthen partnerships and other public agencies, non-governmental organizations, volunteers and City departments to maximize public use of all community resources.

Policy 4.1: Collaborate with and support partners to strengthen community-wide facilities and programs.

Policy 4.2: Seek partners in the planning, enhancement and maintenance of facilities and programs.

Policy 4.3: Develop mechanisms for public outreach, communication and coordination among partners.

GOAL 5 Engage the community in park, recreation and cultural services decisions and activities.

Policy 5.1: Encourage consistent and effective public involvement in the short and long-range park planning process.

Policy 5.2: Provide public relations and publicity efforts to inform citizens of community-wide opportunities.

Policy 5.3: Create volunteer opportunities to encourage citizen involvement and participation.

2.5.9 Surface Water Master Plan

Originally adopted in 2005 and updated in 2011, the City of Shoreline Surface Water Master Plan (SWMP) goals are:

- To serve as a management plan (i.e., business plan) to more efficiently manage the capital and operational (including maintenance and NPDES permit compliance) programs of the Surface Water Utility for the next five years, at which time the basin plans should be completed.
- To incorporate sustainability components into the recommended programs, projects, and regulations, as part of the commitment to create an environmentally sustainable community within the Shoreline Environmental Sustainability Strategy.
- To evaluate Utility rates and project surface water management fees for the next five years to ensure the continued financial viability of the Utility.

Additional information pertaining to the SWMP is provided Section 3.4 of this FEIS.

2.5.10 Shoreline Climate Action Plan

The Shoreline Climate Action Plan was adopted in September 2013, building on the City's commitment to environmental sustainability. Environmental sustainability has been a core value in Shoreline since the City's incorporation in 1995, and Shoreline has become a regional and national leader in sustainability and climate protection, adopting bold policies and implementing

numerous ambitious projects in recent years. Climate Action Plan goals include:

1. Communicate to the community what the City has already done and quantify the benefits of those actions.
2. Establish specific GHG emissions reduction targets and make recommendations for additional City actions to help achieve them.
3. Inform the community about what residents and businesses can do to address climate change.

Ultimately, the Shoreline Climate Action Plan strives to provide the important steps that City officials and staff, as well as Shoreline residents and businesses, can take to reduce greenhouse gas emissions and protect our abundant northwest environment, as part of the global effort to address climate change.

2.5.11 Shoreline Environmental Sustainability Strategy

A precursor to the Climate Action Plan, the Environmental Sustainability Strategy, adopted in 2008, includes the following mission statement:

The City of Shoreline will exemplify and encourage sustainable practices in our operations and in our community by:

- Being stewards of our community's natural resources and environmental assets;

- Promoting development of a green infrastructure for the Shoreline community;
- Measurably reducing waste, energy and resource consumption, carbon emissions, and the use of toxics in City operations; and
- Providing tools and leadership to empower our community to work towards sustainable goals in their businesses and households.

The strategy conveys ten guiding principles:

1. Sustainability will be a key factor in policy development.
2. The City will lead by example and learn from others.
3. Environmental quality, economic vitality, human health, and social benefit are interrelated systems.
4. Community education, participation, and responsibility are key elements.
5. Commitment to continuous improvement—the City will apply adaptive management to its efforts and clearly communicate findings.
6. Manage expected growth in a sustainable way.
7. Address impacts of past practices.

8. Proactively manage and protect ecosystems.
9. Improve and expand waste reduction and resource conservation programs.
10. Energy solutions are key to reducing our carbon footprint.

2.5.12 Economic Development Strategic Plan

The Economic Development Strategic Plan guides economic development strategy for the period of 2012 through 2017. Through a collaborative process, the Economic Development Strategic Plan concluded that the goal of economic development in Shoreline is captured by the concept of “placemaking.” Through placemaking, projects can be accomplished that realize the following six guidelines for sustainable economic growth:

- Multiple areas—improvements and events throughout the city that attract investment
- Revenue—growing revenue sources that support City programs
- Jobs—employers and business starts that create more and better jobs
- Vertical growth—sustainable multi-story buildings that efficiently enhance neighborhoods
- Exports—vibrant activities and businesses that bring money into Shoreline

- Collaboration—broad-based partnerships that benefit all participants

The plan recognizes the light rail station subarea as an imminent and crucial opportunity for economic development.

Placemaking...

“turns a City from a place you can’t wait to get through into a place you never want to leave.” Fred Kent

2.5.13 Southeast Neighborhoods Subarea Plan

The Southeast Neighborhoods Subarea is bounded on the south by NE 145th Street, on the west near 15th Avenue NE, on the north by NE 155th and NE 150th Streets, and on the east by Bothell Way. The subarea is in the Briarcrest neighborhood, which is comprised predominately of single-family households, most of which were constructed after WWII.

The Southeast Neighborhoods Subarea Plan, an optional element of the City’s Comprehensive Plan, was adopted in May 2010, several years before the preferred location for the 145th Street light rail station was identified, but makes reference to a potential future light rail stop in the subarea. Updated land use designations were adopted in the subarea, allowing more

medium and high density residential as well as mixed use and community business.

When it was annexed, most of the subarea was not assigned Comprehensive Plan designations, but given the place-holder “Special Study Area.” The City of Shoreline worked with a Citizens Advisory Committee from July of 2008 until November of 2009 to create a vision and craft policy and zoning recommendations.

The plan is intended to provide direction through 2030 and recognizes that many changes are expected in that time period with implementation of the light rail station, progress in new transportation technologies, and changing preferences for housing, neighborhood design and amenities. A key objective will be retaining the character of the subarea and natural areas while accommodating these changes. While change may be inevitable, it can be channeled to provide amenities and improvements and prevented from negatively affecting the quality of life that is why people choose to live in this part of Shoreline.

Policies pertaining to Natural Environment; Land Use; Housing; Transportation; Parks, Recreation, and Open Space; Economic Development; and Community Design are relevant to the 145th Street Station Subarea Plan and are summarized below.

Natural Environment

***Goal:** To provide a healthy and flourishing natural environment for the benefit of both human and wildlife residents, utilizing innovative technology and conservation measures.*

The community identified a number of natural characteristics that enhanced the quality of life in the neighborhood and were highly valued. These included the extensive tree canopy, vegetative cover, and prevalent wildlife, notably the varied list of bird species. They also acknowledged other existing, natural conditions that could pose problems in the process of development or redevelopment. These included the high groundwater table, poor soil conditions, and infiltration rates that exist on some sites.

Policy Recommendations:

NE1: Create incentives to encourage the use of innovative methods of protecting natural resources (solar power for lighting outside space, green storm water conveyance systems, new recycling options).

NE2: Create incentives to encourage innovative strategies to enhance the natural environment on and around developed sites (green roof and green wall techniques, hedgerow buffers, contiguous green zones through neighborhoods, green storm water conveyance systems).

NE3: When redeveloping a site, encourage incorporation of measures that improve or complement the community’s natural assets such as its tree canopy, surface water elements, wildlife habitat, and open space.

NE4: Link green open spaces within subarea and then link them to those outside subarea to create trails.

NE5: Support creation of contiguous ecosystems, with attention to wildlife habitat, through development of a “green corridor,” as

a public/private partnership, including the area between Seattle's Jackson Park, Paramount Park, and Hamlin Park.

NE6: Protect and renew ("daylight") streams in the area.

NE7: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through existing programs such as the backyard wildlife habitat stewardship certification program.

NE8: Use green street designs in south Briarcrest to provide more green space for residents in that area and to link residents to an east-west trail that connects the area to other trails such as the Interurban Trail.

NE9: Develop technical resources for better understanding of overall hydrology, including the locations of covered streams in the subarea, and recommend actions and measures to address existing stormwater drainage problems.

NE10: Create incentives to plan all remodel and new development around substantial trees and groves of trees to preserve tree canopy.

NE11: Retain and establish new trees, open spaces, and green belts.

NE12: Use green buffers of specific buffer area to building height ratio between different land uses, especially where transition zoning is not possible.

Land Use

Goal: *To promote smart growth, enhancement of local businesses and amenities, connectivity and transition between uses, and compatibility between potential development and the established residential character of the neighborhoods.*

Because the Central Puget Sound region is a desirable place to live, its population is expected to grow over the next twenty years. Shoreline, due to its location and amenities, is likely to grow as well. In general, the plan preserves the single-family character of the neighborhoods. However, a major focus of the plan is to increase housing choice by encouraging styles of "appropriate" infill development, such as Accessory Dwelling Units and small houses on small lots, rather than zoning large areas for higher density. This way, growth is diffused throughout the area, has minimal visual impact on neighboring houses, and provides extra living space for extended families or rental income.

In addition to encouraging infill development, the subarea plan identifies a few areas where access to transit, business corridors, and park amenities would allow multifamily homes and create areas with commercial and residential uses. To create a transition between single family areas and mixed-use commercial areas, the plan provides for stepping down in zoning intensity from the areas designated for higher density or mixed-use to the single-family core of the neighborhood.

Policy Recommendations:

LU1: Promote the analysis of impacts to the full range of systems as part of the planning and development process.

LU2: Create incentives to use vegetated buffers between types of land use, in addition to transition zoning or open space.

LU3: Development, as defined in the Comprehensive Plan, should be approached from the perspective of innovative options for increasing density.

LU4: Establish policies and zoning to provide appropriate transitions between existing and proposed development and dissimilar land uses to minimize conflicts relating to solar access, noise, scale, etc.

LU5: Place highest-density housing (mixed-use) on transit lines or in already established commercial zones.

LU6: After updated regulations governing new development and redevelopment have been established, revisit the rules on a regularly scheduled basis for the purpose of enhancing the rules that work and eliminating those that don't work.

LU7: Consider establishing a neighborhood business zone that would be restricted to non-residential uses, or some other solution to the problem of retail development being overlooked when residential development on the site yields more profit.

LU8: Establish metrics, targets, baselines and a reporting timeframe to measure progress of social, economic and natural capital when evaluating Comprehensive Plan completeness.

LU9: As the housing market and transportation technologies evolve to support more options, establish zoning designations for

areas that may be appropriate for car-free zones or reduced parking standards.

LU10: Quality of life for current residents in the subarea should be considered in decision-making processes that involve new development in the community, even though decisions must also take into account overall land use goals and the economic needs of the City as a whole.

Housing

Goal: *To promote housing diversity, affordability and adaptability while respecting and maintaining the identified single-family character of the neighborhoods.*

Very few large tracts of raw land remain in the subarea, so most expected growth will occur as infill and/or redevelopment. Given that these options include a wide spectrum of styles and quality, how this housing would fit with the surrounding community posed one of the greatest challenges.

Through a visual preference survey, a number of infill development concepts were identified as having good potential for being compatible with the existing neighborhood character. These include: Accessory Dwelling Units (ADU), small houses on small lots, cluster development, duplexes on corner lots, etc. Again, it is important to note that these were identified prior to the light rail station subarea planning process, which has confirmed community interest in more multifamily housing choices (including affordable housing options) and mixed use transit-oriented development in the station subarea.

Policy Recommendations:

H1: Recognize and continue the area's history of providing affordable yet diverse housing to a variety of residents across the income spectrum.

H2: New housing development that is added in the center of established neighborhoods of the SE Subarea should be consistent with neighborhood character. Lot size to structure ratios and the scale of building are important.

H3: Distribute low-income housing so that it is not all in one place in the neighborhood, prohibiting the development of large, low-income housing groups or units.

H4: Increase housing stock that attracts new residents by appealing to a diversity of buyers' and renters' interests, including:

- Energy efficiency
- Parking options
- Density/size/FAR
- Private/shared outdoor open space
- Affordable/quality/sustainable building materials and construction practices
- Multifamily/multi-generational/single family housing options
- Accessory Dwelling Units
- Adaptability

H5: Because existing housing tends to be more affordable than new construction, remodeling and refurbishing current stock should be encouraged over demolition and redevelopment.

H6: Review existing policies and City code on Accessory Dwelling Units and home businesses to promote low-impact density.

H7: Adopt regulations that would allow "cottage style" housing without compromising quality.

H8: Encourage "green" building through incentives, fees and /or tax policies.

H9: Encourage partnerships with non-profit affordable housing providers, land trusts, Community Development Corporations and other organizations whose mission involves increasing the stock of affordable housing.

Transportation

Goal: *To promote connectivity, safety, alternative transportation and walkability throughout the subarea's roadways and trail systems.*

This subarea faces a number of problems similar to those of other neighborhoods. The Southeast Neighborhoods Subarea Plan focused on improvements to traffic safety, road treatments, and pedestrian and bicycle networks within the City's boundaries and purview.

Policy Recommendations:

T1: Encourage "walkable" and "bikeable" neighborhoods and intra-area connections through incorporation of safe pedestrian and bicycle corridors.

T2: Retain, improve, and expand public transit.

T3: Increase local transit service to economic hubs and schools (in addition to service to downtown Seattle) that focuses on east/west connections.

T4: Improve automobile traffic flow on major arterial corridors to accommodate increased density.

T5: Implement traffic calming measures on priority local streets between 145th and 150th Streets, as well as other local roadways to improve safety and reduce cut through traffic.

T6: Work with neighbors to complete more “green street” type projects that will “complete” the street right of way and add pedestrian ways without adding curb-gutter and sidewalk.

T7: Add bus shelters at busy stops.

T8: As part of potential redevelopment of the commercial area on Bothell Way, address the east/west access issues to promote neighborhood connectivity to businesses, while protecting the residential neighborhood from cut-thru traffic.

T9: As part of the update of the Transportation Master Plan, also consider smaller, innovative solutions to reducing automobile dependence, such as circulator busses, carsharing, bike rentals, etc.

T10: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety,

efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

Note: Consistent with the policy above, the City adopted a Preferred Concept for the 145th Corridor Study in April 2016.

Parks, Recreation, and Open Space

Goal: *To preserve, protect and promote creation of public spaces that balance needs for human recreation, animal habitat, and natural vegetative growth.*

The subarea is adjacent to several of Shoreline’s parks, including Hamlin, South Woods, and Paramount Park and Open Space.

Policy Recommendations:

PR1: Support development of a trail/designated pathway connecting the Interurban Trail and the Burke-Gilman Trail with Paramount Park (upper and lower), Hamlin Park, South Woods, and Seattle’s Jackson Park.

PR2: Encourage development of sidewalks, footpaths, green streets, and signage on existing walkways near trail areas.

PR3: Use incentives to encourage development of more open/green space.

PR4: For larger-scale developments, establish a standard for proportional area of open space created or green space preserved.

PR5: Provide reasonable signage at main entrances to all parks.

Economic Development

Goal: *To promote development of businesses that serve needs of local residents, add to vibrancy and socially-oriented identity of neighborhoods, and provide jobs.*

The neighborhood supports opportunities for establishment of local gathering places and nodes of business activity where needed goods and services are located within walking distance, and could provide employment opportunities for local residents. It should be noted that the mixed use transit-oriented development proposed in the station subarea would support these opportunities.

Policy Recommendations:

ED1: Encourage the creation of community gathering places. Create nodes (indoor & outdoor) for gathering and social interaction.

ED2: Revitalize the local economy by encouraging new business that is beneficial to the community in terms of services, entertainment, and employment.

ED3: Increase small-scale economic development (e.g., retail, office, service) that employs local people and complements residential character.

ED4: Inventory and promote the SE Subarea resources and opportunities, such as redevelopment at Shorecrest, Public Health Labs, and Fircrest.

ED5: Encourage community groups to define specific types of commercial, retail and professional businesses to best serve needs of subarea residents.

ED6: Encourage home-based business within the parameters of the residential zoning to bolster employment without adverse impact to neighborhood character.

ED7: Attract neighborhood businesses with support from the Economic Development Advisory Committee that could be sustained by the community.

ED8: Continue active participation from the City and the neighboring community in determining most beneficial uses, practices, and mitigation in long-term plans for Fircrest.

ED9: Encourage staff to identify potential Capital Improvement Projects that support the adopted subarea plan vision for business areas in the southeast neighborhoods.

ED10: Modify commercial zoning regulations to require that mixed-use buildings be designed to accommodate ground level commercial uses along arterial street frontages.

Community Design

Goal: To encourage well-planned design of systems and appropriate transitions between different uses so that positive

impacts of growth are realized and negative impacts may be minimized.

The community wished to maintain a reputation of supporting a diverse population base and providing some of the City's most affordable housing options. Another priority was to retain green and open space so that a variety of wild flora and fauna would also continue to live in the neighborhood. There was widespread support for a thriving business district and alternative forms of housing, as long as they were visually compatible with existing single-family homes. Concentrating on elements of design and transition and articulating standards could provide an effective method to bring the vision to fruition.

Policy Recommendations:

CD1: Development regulations applicable to the SE Subarea should be predictable and clear, written in a manner that reduces uncertainty for developers, City staff, and the community.

CD2: Development & Land Use designs and patterns should contribute to the vitality of the area as a whole, serving the broader community and immediately adjacent neighbors, using compatibility criteria and incentives to be determined.

CD3: Encourage planning of local "hubs" for provision of services and gathering places.

CD4: Support development of a plan to implement a network of "feeder" pathways/trails (may also be in the form of green streets) to connect neighborhoods to larger, city-wide walkways (such as a potential trail connecting Interurban, Hamlin, South

Woods and Burke-Gilman) and to encourage walkable neighborhoods.

CD5: Encourage redevelopment and revitalization of existing infrastructure (schools, businesses, single and multifamily structures) by providing incentives.

CD6: Community design should be pedestrian-oriented with incentives for development and redevelopment to open new or enhance existing pedestrian access and green spaces.

CD7: Establish rules and incentives that ensure developments are planned in ways that are consistent with the communities' vision of three-pronged sustainability (economic, environmental and social equity).

CD8: Establish density and zoning regulations and design review processes that are flexible enough to allow for creativity in design, but restrictive enough to ensure the protection of the community, especially the immediately adjacent neighbors.

CD9: Use medium- to low-density, multifamily units as transitional areas from high density residential or commercial properties to single-family homes.

CD12: Establish rules and incentives that ensure actions occur in a manner that is consistent with the community's vision, while still promoting and providing incentives for redevelopment.

CD14: Work with community groups, neighborhoods and outside experts to promote "community gardens" for production of food and recreation.

2.5.14 Aurora Square Community Renewal Area Planned Action

The City of Shoreline has developed a plan for the Aurora Square Community Renewal Area, which is a shopping district built in the 1960s at the crossroads of Aurora Avenue N and N 155th Street. Although this area is outside the subarea, it is within the retail service area of existing and future residents of the subarea. The 70-acre site was designated as a Community Renewal Area (CRA) by Shoreline City Council, recognizing that economic renewal would deliver multifaceted public benefits. A Renewal Plan for the CRA was developed in 2013 and calls for several key actions as part of redevelopment and revitalization of the area. The key opportunity related to the station subarea is proximity and access to the shopping center (in its current form as well as to potential future new uses there) via N-NE 155th Street.

Public amenities and infrastructure redevelopment at Aurora Square could be resources for future station subarea residents. For example, a grand public space is envisioned with redevelopment of the shopping center, which could become an important destination for subarea residents. Also the CRA plan calls for implementation of district energy and eco-district solutions. Infrastructure in N-NE 145th Street and/or N-NE 155th Street built for district energy conveyance could possibly be designed to extend to future customers in the station subarea. Good multimodal connections between Aurora Square and the station subarea will be important as planning, design, and implementation of redevelopment projects proceed. More information about the plan can be found at: <http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

2.5.15 Development Regulations

The City manages development through provisions of the Shoreline Municipal Code (SMC) and Title 20 of the SMC, the Development Code. Applicable sections of the code include the following.

Shoreline Municipal Code Provisions

The Shoreline Municipal Code is a continuously evolving document made up of ordinances adopted by the City Council. These ordinances set standards to maintain safety and protect quality of life in Shoreline. The Municipal Code includes various titled sections including:

- Title 1** General Provisions—describes the process of codification and amendments.
- Title 2** Administration—describes the municipal government roles of City Manager, Planning Commission, and various boards
- Title 3** Revenue and Finance—presents the financial structure of the City
- Title 4** Reserved—not used at this time
- Title 5** Business Licenses and Regulations—describes required licenses for various businesses/operations
- Title 6** Animal Control Regulations
- Title 7** Reserved—not used at this time

- Title 8** Health and Safety—consumer protection provisions and City park use rules
- Title 9** Public Peace, Morals, and Welfare—public disturbance noise, criminal code, fireworks, and other provisions
- Title 10** Vehicles and Traffic—traffic and vehicle related provisions, speed limits, restricted parking zones
- Title 11** Reserved—not used at this time
- Title 12** Streets, Sidewalks, and Public Places—sidewalk maintenance, roads and bridges, use of right of way, street vacation, and public tree management
- Title 13** Utilities—provisions related to water and sewer systems, surface water utility, floodplain management, solid waste, electricity and communications
- Title 14** Environment—commute trip reduction plan provisions
- Title 15** Buildings and Construction—references construction and building codes, fire code, energy management code, and landmarks preservation
- Title 16** Land Use and Development—planning provisions many of which have been repealed and incorporated into other areas of the Municipal Code, Shoreline Management Plan, and land use and development fee schedule

- Title 17** Subdivisions—repealed and now incorporated into Title 20, Development Code
- Title 18** Zoning—repealed and now incorporated into Title 20, Development Code
- Title 19** Reserved—not used at this time
- Title 20** Development Code—provisions related to plan requirements, zoning, special districts, and other development requirements, including general development standards.

Title 20—Development Code—Existing Provisions

The Development Code includes requirements, standards, and guidelines for zoning and development, including private and public facilities. The purpose of the Development Code is to:

- Promote the public health, safety, and general welfare;
- Guide the development of the city consistent with the Comprehensive Plan;
- Carry out the goals and policies of the Comprehensive Plan by the provisions specified in the Code;
- Provide regulations and standards that lessen congestion on the streets;
- Encourage high standards of development;
- Prevent the overcrowding of land;
- Provide adequate light and air;

- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs;
- Encourage productive and enjoyable harmony between humans and the environment;
- Promote efforts that will prevent or eliminate damage to the environment and biosphere;
- Protect the functions and values of ecological systems and natural resources important to the public; and
- Encourage attractive, quality construction to enhance City beautification.

The Development Code's regulations guide land use, building location and height, parking, landscaping, urban design, environmental protection, infrastructure, and historic preservation, as well as other elements. Development Code sections include:

- 20.10 General Provisions
- 20.20 Definitions
- 20.30 Procedures and Administration
- 20.40 Zoning and Use Provisions
- 20.50 General Development Standards
- 20.60 Adequacy of Public Facilities
- 20.70 Engineering and Utilities Development Standards
- 20.80 Critical Areas
- 20.93 Aldercrest—Planned Area—not applicable to the subarea
- 20.100 Special Districts

- Division II. Shoreline Master Plan (20.200, 20.210, 20.220, and 20.230 provisions)

Existing Zoning Designations within and in Proximity to the Subarea

- R-6, Residential, 6 dwelling units per acre (single family)
- R-8, Residential, 8 dwelling units per acre (single family)
- R-12, Residential, 12 dwelling units per acre (single family, duplex, townhouses, cluster)
- R-18, Residential, 18 dwelling units per acre (multifamily, townhouses, apartments)
- R-24, Residential, 24 dwelling units per acre (multifamily, townhouses, apartments)
- R-48, Residential, 48 dwelling units per acre (multifamily, apartments)
- CB—Community Business (mixed use, apartments, retail and personal services)
- MB—Mixed Business (vertical or horizontal mixed use)
- NB—Neighborhood Business
- Campus

The City's zoning map also identifies areas in use for parks and utilities.

Amendments to City of Shoreline development regulations are being prepared to support implementation of the subarea plan. The regulations specify requirements for new zoning categories and include new provisions not currently covered in the existing Shoreline Municipal Code. The new regulations will be adopted as part of the subarea plan and planned action, and integrated into City codes as needed to support implementation. These include provisions for

building height, bulk, character/form, setbacks, transitions between land uses, surface coverages, parking ratios, and other requirements.

Development Code revisions include new and unique regulations to implement the City's vision for the subarea. For information pertaining to the relationship of the FEIS alternatives to the Development Code, including Code revisions to support the proposed planned action, refer to Chapter 3, Section 3.1 Land Use Patterns.

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Chapter 3

Affected Environment, Analysis of Potential Impacts, and Mitigation Measures

FINAL ENVIRONMENTAL IMPACT STATEMENT

Chapter 3—Affected Environment, Analysis of Potential Impacts, and Mitigation Measures

3.1 Land Use Patterns, Plans, and Policies

This section describes the affected environment, analyzes potential impacts, and provides recommendations for mitigation measures for land use patterns, plans, and policies. Information about the resulting community character associated with the alternatives also is presented.

3.1.1 Affected Environment

The analysis of the affected area was completed based on field work in the subarea, as well as review of existing data and information, such as the City of Shoreline Comprehensive Plan and other adopted master plans, strategies, and policies. Applicable elements of the City's Municipal Codes and their relationship to potential action under the subarea plan also have been reviewed.

Station Subarea Context

For development of the 145th Street Station Subarea Plan and environmental analysis purposes, the City of Shoreline Planning Commission determined study area boundaries for land use and mobility with consideration of factors such as topography, the

ability to walk and bike to and from the station, policy direction from Shoreline City Council, access to arterial streets, opportunity sites, environmental assets, and other existing conditions and influences. **Figure 3.1-1** illustrates the two study areas that together comprise the subarea. While this is the focus area for station subarea planning, land use alternatives may extend beyond this area for analysis.

The subarea includes portions of the Parkwood, Ridgecrest, and Briarcrest neighborhoods of Shoreline. Bordering areas include the City of Seattle to the south and the City of Lake Forest Park to the northeast of the subarea.

N-NE 145th Street is the most prominent corridor in the subarea, also functioning as State Route (SR) 523 and the boundary between the City of Seattle and the City of Shoreline. Currently, Seattle owns the eastbound lane, King County owns the westbound lane, and Shoreline begins at the northern edge of the sidewalk.

The subarea generally extends approximately one-half mile north of the 145th corridor, with the western boundary at Meridian Avenue N and the northern boundary at N-NE 155th Street. Alternative 2—Connecting Corridors extends beyond these streets, west to the Aurora Avenue N corridor and north to N-NE 165th Street. This alternative reflects a concept raised during community workshops that in addition to N-NE 145th Street, 5th Avenue NE or N-NE 155th Street could potentially serve as strong connecting corridors in the subarea, lined with mixed use (shops and services at the ground floor with housing above).

Alternatively, the idea of concentrating density in a more compact form around the planned light rail station was another concept that

came out of the community workshop sessions. Alternative 3—Compact Community reflects this approach.

Many participants in the community workshops were interested in improving pedestrian and bicycle connectivity throughout the subarea, as well as enhancing parks, open space, streams, wetlands, and other natural resources. This concept is reflected in the Green Network concept that would be promoted under Alternatives 2 or 3. Alternative 4 reflects a similar concept, but is based on the Off-Corridor Network developed through the 145th Street Corridor Study.

Another idea that shaped development of the Green Network concept was an expressed interest in arranging new redevelopment and housing around key park and open space assets in the subarea. The analogy used to describe this idea was that if parks are the jewels of the neighborhoods, the Green Network could connect them like the chain in a necklace. Denser areas near parks are reflected in two of the action alternatives, Alternative 2—Connecting Corridors and Alternative 3—Compact Community, while Alternative 4—Compact Community Hybrid shows single-family zoning being retained around parks.

Traffic Analysis Zones Used for Planning and Analysis

For purposes of population, housing, and employment projections and transportation planning, traffic analysis zone (TAZ) boundaries in proximity to the subarea also have been referenced in this analysis. Because TAZ boundaries align with census tract boundaries, they are commonly used for planning and analysis

purposes. Refer to Section 3.2 Population, Housing, and Employment and Section 3.3 Multimodal Transportation for additional information and a map of the TAZ boundaries.

Proposed Sound Transit Light Rail Station Facilities

Through a separate environmental process, Sound Transit identified the potential light rail station location. The preferred option for the station location is just to the north of NE 145th Street on the east side of and immediately adjacent to the Interstate 5 (I-5) corridor. A park-and-ride structure, also to be constructed by Sound Transit, potentially would be located also on the east side of I-5, just to the north of the light rail station.

The City of Shoreline supports the station location proposed by Sound Transit, and identifies the location in the City's Comprehensive Plan Land Use Map. **Figures 3.1-2a** through **3.1-2b** show conceptual design plans provided by Sound Transit for the 145th Street light rail station (preferred alternative). These figures show a conceptual level site plan and cross section views of the potential 145th Street light rail station and park-and-ride structure.

A second potential Sound Transit light rail station in Shoreline is planned to be located immediately north of NE 185th Street, adjacent to the east side of I-5. See, Shoreline Comprehensive Plan – 185th Street Station Subarea. The primary connecting routes between the 145th and 185th light rail station subareas include the north-south corridors of 5th Avenue NE, 8th Avenue NE, 10th Avenue NE, and 15th Avenue NE.

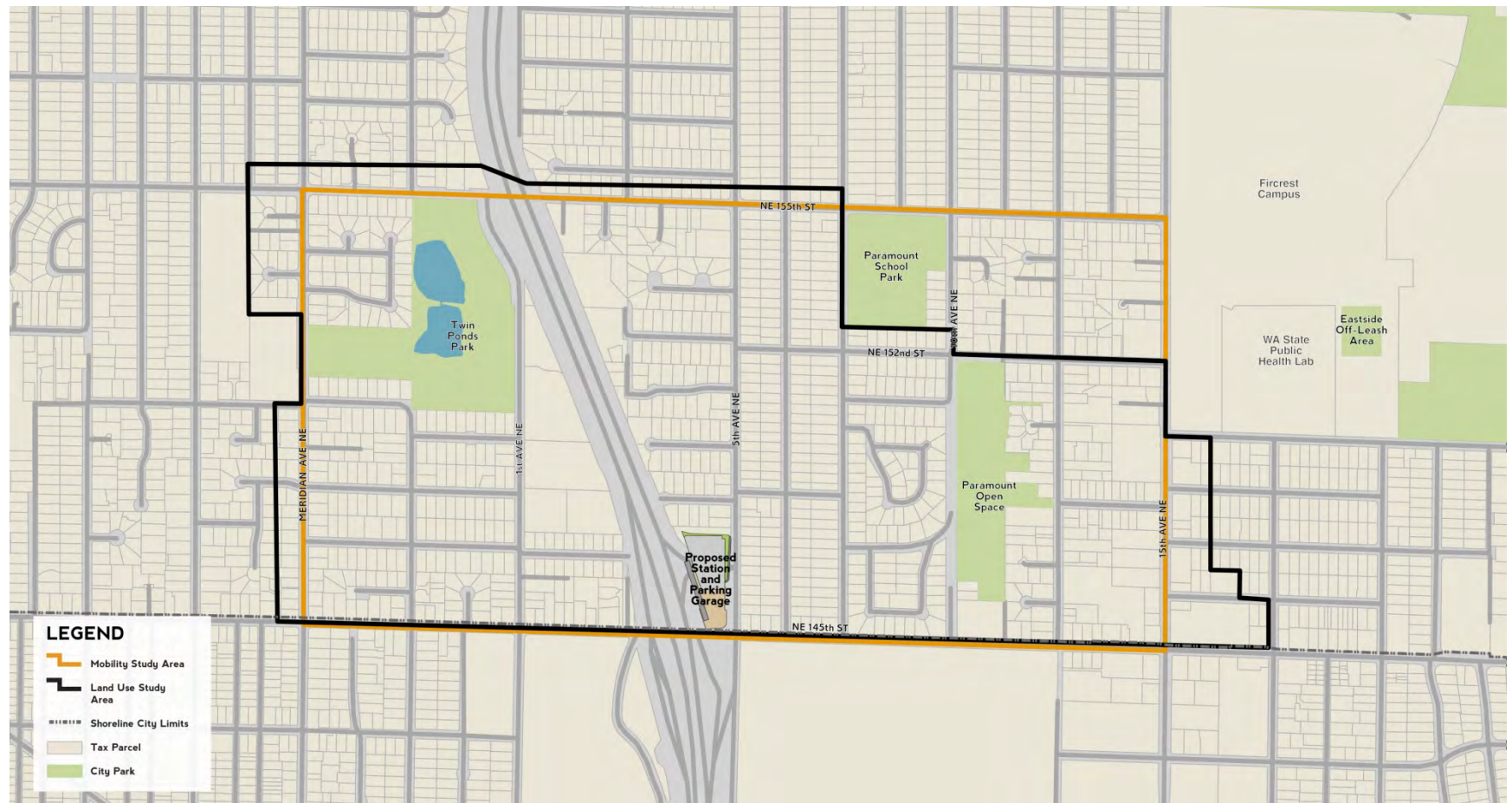


Figure 3.1-1 Land Use (Black) and Mobility (Gold) Study Area Boundaries, which Together Comprise the Subarea



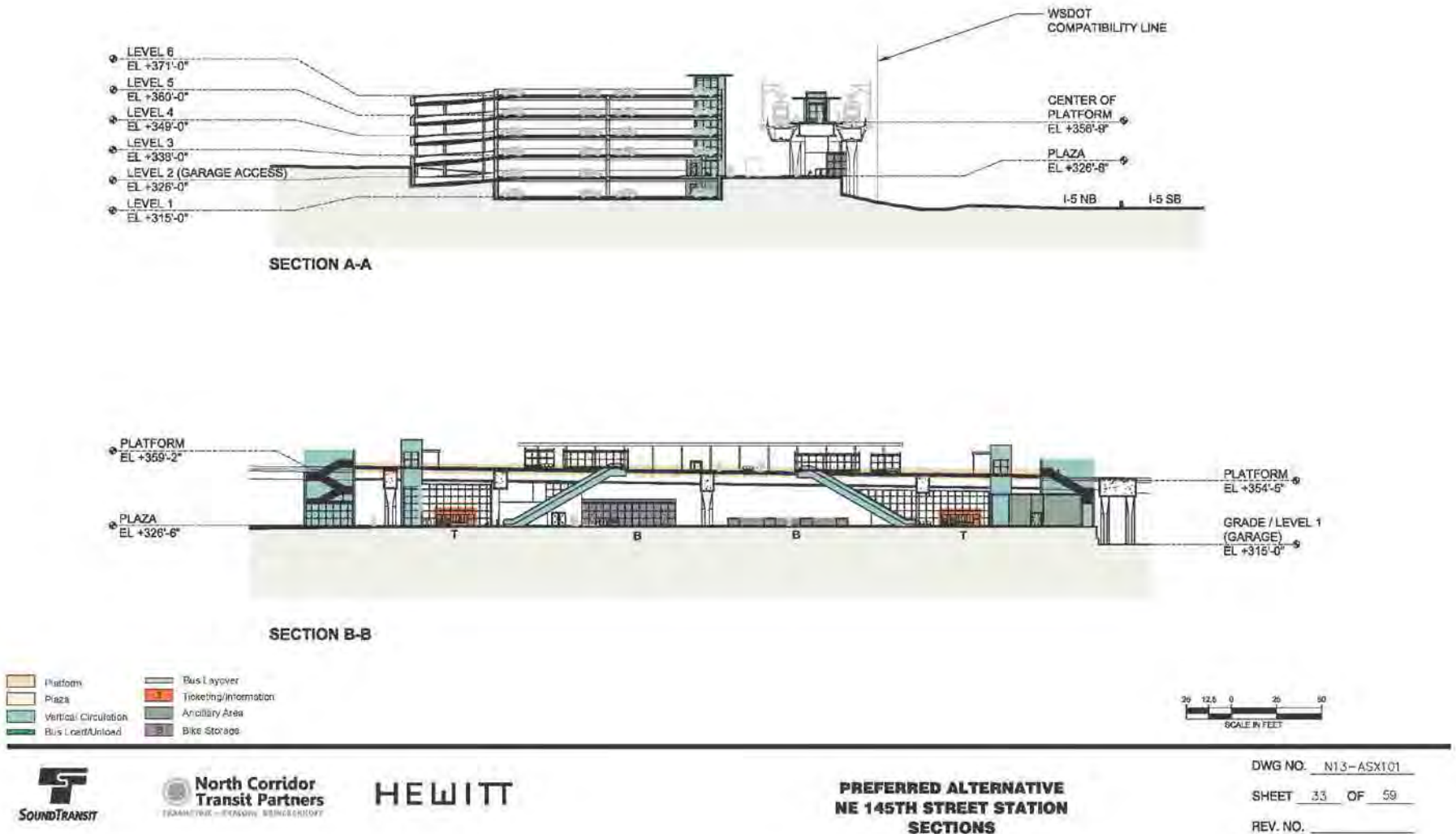


Figure 3.1-2b Sound Transit's Preferred Alternative Conceptual Design Plans for the 145th Street Station
 (Source: Sound Transit, May 2016)

Past and Present Land Use Patterns in the Subarea

Past and present land use patterns in the subarea are described below and on the following pages, including a summary of the history of settlement of the general community of Shoreline.

History and Settlement of the Area

Early accounts of Shoreline tell how Native Americans traveled along the shores of Puget Sound and local streams collecting swordfern and kinnikinnick at Richmond Beach, and wild cranberries at what are now Ronald Bog and Twin Ponds parks. Controlled fires were set in the Richmond Highlands and North City areas to create meadows for the cultivation of certain wild plants and to provide inviting, open spaces for small game.

In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route. Among these was Richmond Beach, platted in 1890. The arrival of the Great Northern Railroad in Richmond Beach in 1891 spurred the growth of the small town and increased the pace of development in the wooded uplands.

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, increasing suburban growth. People could live on a large lot, raise much of their own food and still be able to take the Interurban, train, or (beginning in 1914) the bus to work or high school in Seattle. Children could attend one of two local elementary schools, and general stores provided most of the goods that could not be grown at home. Local produce from fruit orchards, chicken farms, and strawberry crops was transported via the Interurban or the train. The Fish family's Queen City Poultry Ranch on Greenwood at

159th was a prosperous chicken farm that attracted many visitors. Ronald Station along the trolley line was located near present-day Park at Town Center.

During the early twentieth century, Shoreline attracted large developments drawn by its rural yet accessible location, including the Highlands and Seattle Golf Club (circa 1908). The Firland Tuberculosis Sanitarium (circa 1911), which is now Crista Ministries, also developed during that era. Commercial centers formed around Interurban stops at Ronald (175th Street and Aurora Avenue N) and Richmond Highlands (185th Street and Aurora Avenue N). Car travel facilitated settlement, which increased considerably by the mid-1920s. Although large tracts of land were divided into smaller lots in the 1910s in anticipation of future development, houses were still scattered.

A precursor to Interstate 5, Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. Originally known as the Pacific Highway, but later named Aurora Speedway and Aurora Avenue, there are conflicting histories of the source of the name "Aurora." Some say the name was meant to honor Aurora, Illinois, the hometown of Dr. Edward Kilbourne, a Fremont founder. Others say the name recognized the highway as a route north, toward the Aurora Borealis. Regardless of how the highway got its name, it changed the face of the area north of Seattle forever, and as more people took to the road in automobiles, there was less use of the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

The Great Depression and World War II (1930-1945) slowed the pace of development. Many Shoreline families managed to live off land they had purchased in better times. During World War II, building materials were rationed and housing construction virtually stopped. The only major development in Shoreline during the war was the Naval Hospital (now Fircrest). At its peak in 1945, the hospital housed over 2,000 patients and 600 staff.

With the end of the war came a substantial demand for family housing. The late 1940s saw large housing developments such as Ridgecrest (NE 165th to 155th Streets, 5th to 10th Avenues NE) spring up seemingly overnight. Schools ran on double shifts as families with young children moved into the new homes. In the late 1940s, business leaders and residents began to see Shoreline as a unified region rather than scattered settlements concentrated at Interurban stops and railroad accesses.

In 1944, the name "Shoreline" was used for the first time to describe the school district. Coined by a student at the Lake City Elementary School, it defined a community that went from the Seattle city line to Snohomish county line and from the shore of Puget Sound to the shore of Lake Washington.

Shoreline continued to grow, becoming an attractive place to live in the central Puget Sound region due to the great neighborhoods, schools, parks, and other community features. After it became clear that an additional north-south freeway would be needed to handle the cross-state traffic, Interstate 5 was constructed in the 1960s, with the final segment in Washington state opening on May 14, 1969. With its opening, motorists could travel without stopping from the northern California state line to the Canadian border, and Highway 99 became more of a regional route and alternate travel

way to Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline, and made east-west travel on local roads more difficult.

Although an unincorporated area of King County north of Seattle known as "Shoreline" for decades, the community did not become officially incorporated City until 1995. Today with 55,439 residents (2015 population), Shoreline is Washington's fifteenth largest city.

City of Shoreline Historic Preservation Program

The Shoreline community has an interesting historical background, as summarized above. Recognizing this history and the potential for important historical and cultural resources that warrant preservation, the City of Shoreline supports a historic preservation program that is administered by the King County Landmarks and Heritage Commission.

Historic preservation in Shoreline is guided by the Community Design Element Goal CD IV and policies CD38 through CD45 in the Comprehensive Plan, as well as adopted provisions of Title 15.20 of the Shoreline Municipal Code. The preface and purposes of Title 15.20 based on City Council findings are described as follows.

- A. The protection, enhancement, perpetuation, and use of buildings, sites, districts, structures and objects of historical, cultural, architectural, engineering, geographic, ethnic and archeological significance located in the city of Shoreline are necessary for the prosperity, civic pride and general welfare of the residents of the city.
- B. Such cultural and historic resources are a significant part of the heritage, education and economic base of the city, and

- the economic, cultural and aesthetic well-being of the city cannot be maintained or enhanced by disregarding its heritage and by allowing the unnecessary destruction or defacement of such resources.
- C. In the absence of an ordinance encouraging historic preservation and an active program to identify and protect buildings, sites and structures of historical and cultural interest, the City will be unable to ensure present and future generations of residents and visitors a genuine opportunity to appreciate and enjoy the city's heritage.
- D. The purposes of this chapter (15.20 Historic Preservation of the Shoreline Municipal Code) are to:
1. Designate, preserve, protect, enhance, and perpetuate those sites, buildings, districts, structures and objects which reflect significant elements of the City of Shoreline's, county's, state's and nation's cultural, aesthetic, social, economic, political, architectural, ethnic, archaeological, engineering, historic, and other heritage;
 2. Redesignate two sites in the city of Shoreline, previously designated as historic landmarks by the King County historic preservation commission, as City of Shoreline historic landmarks (**note: because neither of these two sites are in the station subarea, this provision is not applicable**);
 3. Foster civic pride in the beauty and accomplishments of the past;
 4. Stabilize and improve the economic values and vitality of landmarks;
 5. Protect and enhance the city's tourist industry by promoting heritage-related tourism;
 6. Promote the continued use, exhibition and interpretation of significant sites, districts, buildings, structures, and objects for the education, inspiration and welfare of the people of the City of Shoreline;
 7. Promote and continue incentives for ownership and utilization of landmarks;
 8. Assist, encourage and provide incentives to public and private owners for preservation, restoration, rehabilitation and use of landmark buildings, sites, districts, structures and objects; and
 9. Work cooperatively with other jurisdictions to identify, evaluate, and protect historic resources in furtherance of the purposes of this chapter.
- Shoreline's Historic Inventory***—In review of the historic inventory compiled by the City of Shoreline in 2013, there are five properties in proximity to the subarea noted as having the potential for eligibility for landmark designation (although not yet designated) as historic landmarks by Shoreline, which coordinated with the King County Landmarks Preservation Program. These five potentially eligible properties are all single family lots with houses and structures built from the period of 1908 to 1939. The inventory identifies one of the properties as the Sheppard Residence built in 1939; others are not identified and appear to be privately owned.

Properties included in the inventory that are potentially eligible for landmark designation may require historic review if alterations or demolition are proposed, but such changes are allowed to inventoried properties. More information about Shoreline history is available at the following websites/webpages:

- City of Shoreline Historic Preservation
<http://www.cityofshoreline.com/government/departments/planning-community-development/planning-projects/historic-preservation>
- Shoreline Historical Museum
<http://shorelinehistoricalmuseum.org/>
- King County Historic Preservation Program
<http://www.kingcounty.gov/property/historic-preservation.aspx>
- 4Culture <http://www.4culture.org/>

Present-Day Land Use Patterns

The subarea today consists primarily of single family neighborhoods zoned as R-6 (residential, six units per acre) and developed at an average density of 3.2 units per acre. In addition to single family residential uses, there are several houses of worship, parks, schools, and school properties within and in proximity to the subarea. For example, just northeast of the subarea a large contiguous area of land contains Hamlin Park, Kellogg Middle School, Shorecrest High School, Washington State Public Health Lab, and Fircrest Campus, although these parcels are owned and operated by various agencies (see Key Sites and Assets in the Subarea for more information).

Most of the neighborhoods in the subarea were developed as single-family housing in the decades following World War II, primarily from the mid- to late 1940s through the 1970s, when the area was part of unincorporated King County. When the neighborhoods were originally developed, street standards did not require sidewalks, and as such, most of the local streets today do not have sidewalks or bike lanes. Surface water management standards also were less intensive than they are today and as such, there are frequently drainage issues in the subarea. Stormwater facilities are generally below the standard now required by the Department of Ecology, and there are very few low impact development facilities such as rain gardens.

The City of Shoreline, incorporated in 1995, now has jurisdiction over this area and works with the community to prioritize capital transportation and infrastructure improvements throughout the city.

Although some improvements have been made in the subarea in recent years, budget constraints have limited the level of street and utility improvements completed to date.

In the coming years, the City intends to leverage the regional investment made to implement light rail and prioritize improvements in the station subarea to serve proposed growth.

Growth and change over the past 50 years in the subarea has been minimal, limited to areas that are zoned to accommodate redevelopment into a mix of residential, commercial, retail, and office uses, such as 15th Avenue NE. Refer to Section 3.2 for a discussion of population, housing, and employment, including

existing conditions, trends, and growth forecasts and targets. While the focus of planning is in the vicinity of the future light rail station, existing commercial/retail and multifamily land uses and zoning in proximity to the NE 145th Street and 15th Avenue NE intersection and along the 15th Avenue NE corridor are within the TAZ boundaries analyzed for population, housing, and employment.

Current Neighborhoods in the Subarea

The subarea includes the following defined Shoreline neighborhoods:

- Parkwood
- Ridgecrest
- Briarcrest (Only a small portion of this neighborhood is within the subarea boundaries, specifically the parcels adjacent to the east of 15th Avenue NE.)

Other neighborhoods in proximity to the subarea include Westminister Triangle, Meridian Park, and North City. **Figure 3.1-3** illustrates the neighborhood area boundaries containing and adjacent to the subarea.

Shoreline's neighborhoods are very engaged in the community and maintain active neighborhood associations. Shoreline's Council of Neighborhoods consists of two representatives from each of the neighborhood associations (including those listed above). The Council of Neighborhoods meets monthly to network, learn about other neighborhood happenings and meet with City

representatives. This two-way communication allows neighborhood associations to provide community input and the City to present information on programs and projects. Brief descriptions, including historical information, for the three primary neighborhoods in proximity to the subarea follow.

Parkwood Neighborhood—Located at the southern edge of Shoreline, the Parkwood Neighborhood extends from N 160th Street to NE 145th Street, and from Aurora Avenue N to Interstate 5. Twin Ponds Park is a key feature of the neighborhood. Twin Ponds Park contains two ponds, recreational facilities, and a natural area with a stream that feeds Thornton Creek. Parkwood lies within the headwaters of the Thornton Creek watershed, a complex system of small streams and peat bogs, where wild cranberries were known to grow. Early accounts of the area mention how Native Americans would visit the area that is now Twin Ponds Park to collect the wild cranberries. The Interurban Trail crosses through the northwest corner of the neighborhood.

The Parkwood Neighborhood, like other neighborhoods of Shoreline, was primarily agriculture and forest with a few residential homes in the early 20th century. Businesses such as wood cutting, grocery, poultry, and fur animal husbandry took place. Extensive peat mining occurred in the Parkwood area as well. Eventually construction of roads such as North Trunk Road (now Aurora Avenue N) led to easier access between the neighborhood and Seattle, increasing the neighborhood's desirability.

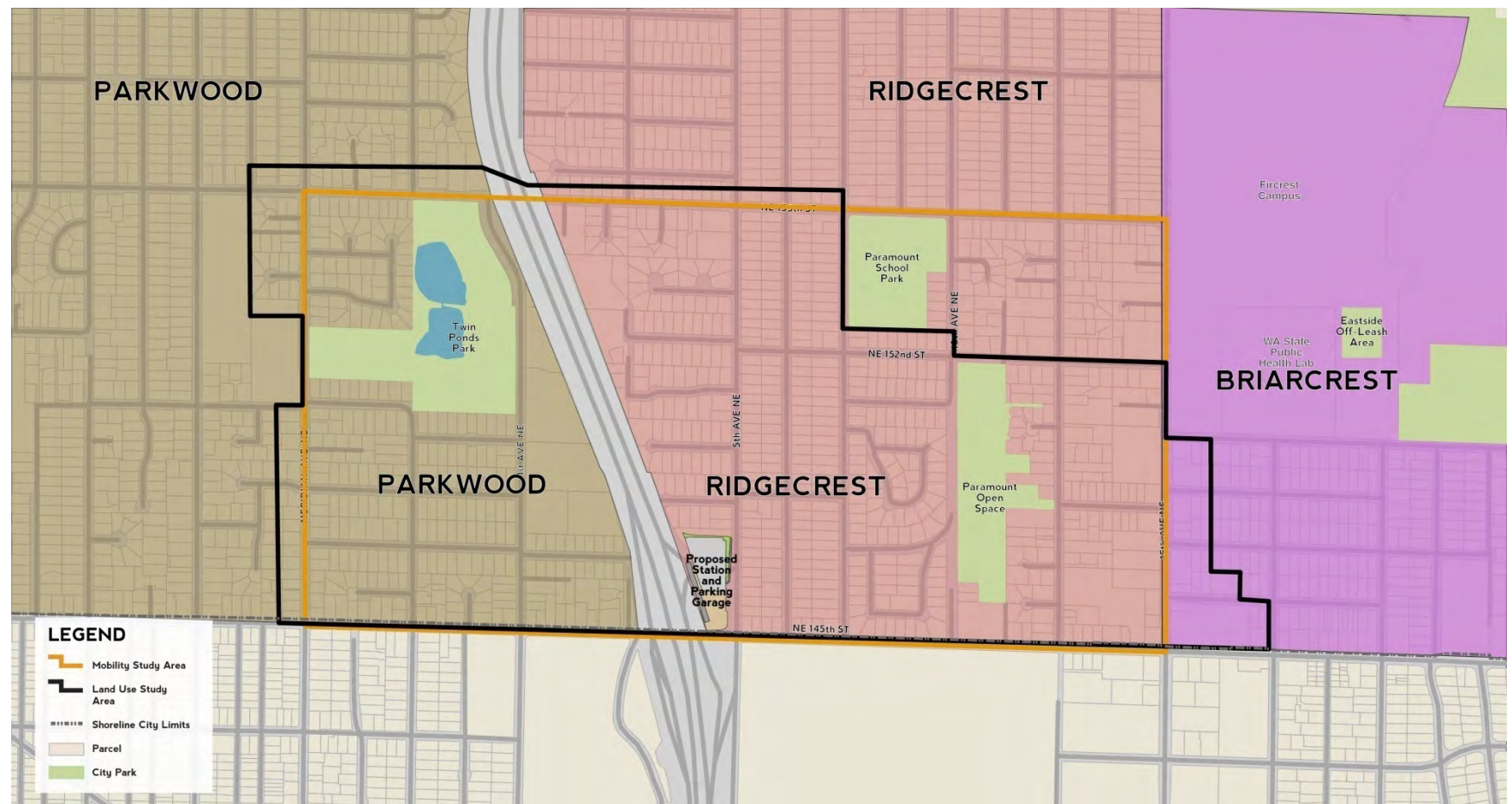


Figure 3.1-3 Existing Neighborhoods in the Vicinity of the 145th Street Station Subarea

The area saw steady increases in population until the Great Depression and during World War II, when housing development slowed. After the war was a different story as families began to migrate to homes in the suburbs. Developers such as the Western

Land Company platted and built homes in the Parkwood area, and other neighborhoods in Shoreline, forming much of the land use character that is still visible today. The area's population boomed from the 1950s through the 1960s, drawn by its reputation as a

great place to live with high quality schools and parks. Today, the predominant land use in Parkwood still consists of single family homes, with the exception of commercial uses along Aurora Avenue N, and public recreational facilities in Twin Ponds Park. In addition to single family homes, multifamily and assisted living residences also exist in the neighborhood. Parkwood's 2014 population was estimated to be 2,562.

Ridgecrest Neighborhood—Ridgecrest Neighborhood extends from I-5 east to 15th Ave NE, and from the southern boundary of NE 145th Street to the northern boundary of NE 175th Street. The planned light rail station and park-and-ride structure is located in this neighborhood. This neighborhood also represents the largest component of the subarea.

The first major housing development in the neighborhood happened in the mid-1940s, near the end of World War II. Returning soldiers could purchase any one of the 100 houses that were built in 100 days. So many families with school age children moved to the neighborhood that the newly completed Ridgecrest Elementary School had to run double shifts. The majority of the single family housing stock was built in the late 1940s to early 1950s on large lots, set well back from the streets. Although some homes in this neighborhood were built earlier, including a log cabin built in 1933 from trees logged from the property that still stands today. Today, Ridgecrest is a primarily a middle income, working class neighborhood that is both multi-cultural and multi-generational. According to the 2010 US Census, Ridgecrest had 6,116 residents

and 2,175 homes, making it one of the most populated neighborhoods in Shoreline. The neighborhood also has nine houses of worship, and four parks, as well as Shoreline's only theatre and skate park and the oldest operating 7-11 store in the State of Washington.

Briarcrest Neighborhood—Briarcrest Neighborhood is located in the southeast corner of the city, east of the Ridgecrest neighborhood, and extends to the eastern city limits, adjacent to Lake Forest Park. A large portion of Briarcrest was originally part of the Hamlin homestead acquired by the Hamlin family in 1895. The land was logged and farmed for decades. Much of the land of the original homestead was sold and developed. In 1939 Seattle Trust and Savings Bank donated 8 acres to King County, which became Hamlin Park, one of the oldest parks in King County. Over the years, the park was expanded through land dedications, and an area to the east was acquired by the Shoreline School District. Today, the 80-acre Hamlin Park contains ball fields, public art, picnic areas, and forest.

In addition to Hamlin Park, South Woods Park is another important open space in the neighborhood, consisting of a lowland forest with maintained trails, and pedestrian improvements. In addition to the two parks, predominant land uses within the neighborhood include single family residential homes, Shorecrest High School, Kellogg Middle School, and Acacia Cemetery.

Historic Photos of Shoreline and Subarea Vicinity



THE EDWARD YENNE GROCERY
This grocery on the corner of 15th N. E. was started with a five dollar bill.
Look what has been accomplished in the past eight months.

Property of Shoreline Historical Museum

The historic image in the upper left, circa 1910, shows the old Interurban Streetcar line looking northwest. The image in the lower left, circa 1925, is the Edward Yenne Grocery store in Ridgecrest. The image in the upper right, circa 1922, is the Carlson Family in their potato field in the Parkwood neighborhood. (Photos courtesy of the Shoreline Historical Society)

NOTE: While some historical scenes are from locations outside the station subarea, they provide context of the history of development of the Shoreline area.



The image in the upper left, circa 1948 shows a flood on Aurora Ave N and 160th St. near the entrance of Coefield's Fountain. The image in the lower left, circa 1939, is of the Interurban car on Pershing Bridge. The historic image in the upper right, circa 1915, shows the Fish family house on the Queen City Poultry Ranch. The image in the lower right, circa 1914, is of Mae Newkirk feeding her chickens. (Photos courtesy of the Shoreline Historical Society)

NOTE: While some historical scenes are from locations outside the station subarea, they provide context of the history of development of the Shoreline area.

Existing Conditions in the 145th Street Station Subarea



Looking North to 145th Street and 5th Ave intersection



View of planned light rail station site from 145th Ave & I-5 overpass



North Jackson Park and Ride Entrance at 5th Ave NE



Twin Ponds Park – East Entrance



Twin Ponds Park – North Entrance



Intersection of 5th Ave and 155th St looking south



Southeast corner of South Woods Park



Shorecrest High School



Hamlin Park

Briarcrest is primarily a residential community today with two-thirds of residents living in single family homes and one-third living in apartments and condominiums. The estimated population of the Briarcrest neighborhood was 3,014 people in 2014.

Key Sites and Assets of the Subarea

Twin Ponds Park

Located just across I-5 and slightly to the north of the proposed station is Twin Ponds Park. This park is seen as a key feature, being the only major green-space and recreational area in the subarea west of I-5. The park is irregular in shape and surrounded by primarily single family homes, as well as an assisted living center across the street to the east.

The park was originally referred to as South Central Park by King County. The name was changed to Twin Ponds at some point, likely named after the two ponds that are the dominant feature of the park. In the 1940s and 1950s the property was mined for peat.

Recent improvements to Twin Ponds Park were implemented through a bond approved by voters in 2006. The bond acquired park property and made improvements to its soccer fields. Improvements included installation of synthetic turf to replace a formerly sand field. This also improved surface water quality and drainage. The Twin Ponds Community Garden is an organic P-Patch-style garden in the SE corner of Twin Ponds Park. It consists of 36 10' x 10' raised beds and two 4' x 10' accessible beds. "The Giving Garden" is located in the center of the community garden and is dedicated to growing food for donation to the local food

bank, Hopelink Shoreline. The Giving Garden is run entirely by volunteers. Twin Ponds Park and Twin Ponds Community Garden are owned and operated by the City of Shoreline.

Paramount Open Space and Paramount Park

Paramount Park and Open Space are located about five blocks east of the planned light rail station. Paramount Park is located just to the north of Paramount Open Space. Paramount Open Space is a wooded area available for passive recreation use with soft-surface trails, pond access, and interpretive and plant identification signage. Paramount Park has been improved to accommodate more active recreation and contains baseball/softball fields, restrooms, playground, skate park, a trail that circumnavigates the park, and picnic shelters. The park and open space areas are frequently used by area residents.

Protection of Parks and Open Space Assets

The City of Shoreline fully intends to preserve and protect existing park and open space lands in the subarea. As such, no change in land use is proposed for these areas. In community workshops during the planning process, participants emphasized that parks and open space areas should continue to provide valuable green space to future residents as the subarea redevelops, and some stated that land use alternatives should look to maximize access to these features. Participants also were concerned that the natural resources and habitat areas of the park be sufficiently protected to avoid impacts from population growth and more intensive use over time.

Houses of Worship

There are several houses of worship within the station subarea. These properties are larger in size than the single family parcels

that make up most of the subarea. These properties may maintain their current uses in perpetuity, or they could become potential transit-oriented development sites due to their size and location along arterial and collector streets. If the property owners are willing and interested, portions or all of these sites have the potential to be redeveloped over time, converting all or portions of the site to mixed use with housing (including affordable options). Proposed zoning under the action alternatives studied in this FEIS would accommodate this redevelopment. These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

Southeast Neighborhoods Subarea

The Southeast Neighborhoods Subarea is bounded on the south by NE 145th Street, on the west by 8th Avenue NE, on the north by NE 155th and NE 150th Streets, and on the east by Bothell Way. As part of the 2016 Comprehensive Plan docket, the City Council may choose to amend the western boundary of the Southeast Neighborhoods Subarea Plan to "zipper" against the 145th Street Station Subarea Plan. This would prevent inconsistent land use designations in areas of overlap between the two subarea plans. Some policies may also be moved from the Southeast Neighborhoods Subarea Plan to the 145th Street Station Subarea Plan to preserve the work of the citizens who drafted the former plan, but adhere to revised boundaries.

The City of Shoreline developed a subarea plan for the Southeast Neighborhoods, which was adopted in May 2010. The plan was developed several years before the preferred location for the 145th Street light rail station was identified, but makes reference

to a potential future light rail stop in the subarea. Updated land use designations were adopted in the subarea, allowing more medium and high density residential as well as mixed use and community business. Several policies in the plan pertaining to Natural Environment; Land Use; Housing; Transportation; Parks, Recreation & Open Space; Economic Development; and Community Design are relevant to the 145th Street Station Subarea Plan, as summarized in Chapter 2 of this FEIS.

Home-based Businesses and Interest in Converting from Single Family Use

There are a few small neighborhood businesses in the subarea, and an interest in more flexibility to convert single family homes to office and small business use. As with other urbanizing areas, there will be a growing need for more neighborhood services and businesses in the subarea under the action alternatives studied in the FEIS. There is also an increasing trend in teleworking, with more people interested in having home-based businesses and offices. This growing need can be addressed through adjustments to zoning regulations to provide more flexibility to convert single family homes to business and office uses. Refer to discussion later in this section about proposed zoning and development provisions that would accomplish this under the action alternatives.

Aurora Square Community Renewal Area

Aurora Square (now termed Shoreline Place by the City) is a shopping district built in the 1960s at the crossroads of Aurora Avenue N and N 155th Street, outside the subarea, but within the retail service area of existing and future residents of the subarea. The 70-acre site was designated as a Community Renewal Area

(CRA) by Shoreline City Council, recognizing that economic renewal would deliver multifaceted public benefits. A Renewal Plan for the CRA was developed in 2013 and calls for several key actions as part of redevelopment and revitalization of the area. More aspects of this plan are summarized in Chapter 2, but the key opportunity related to the station subarea is proximity and access to the shopping center (in its current form as well as to potential future new uses there) via N-NE 155th Street. Public amenities and infrastructure redevelopment at Aurora Square could be resources for future station subarea residents. For example, a grand public space is envisioned with redevelopment of the shopping center, which could become an important destination for subarea residents.

Also the CRA plan calls for implementation of district energy and eco-district solutions. Infrastructure in N-NE 145th Street and/or N-NE 155th Street built for district energy conveyance could possibly be designed to extend to future customers in the station subarea. Good multimodal connections between Aurora Square and the station subarea will be important as planning, design, and implementation of redevelopment projects proceed. More information about the plan is available at: <http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

The Fircrest Campus

The Fircrest Campus is state-owned property that is not in the subarea, but located immediately to the east. Fircrest School, located at the campus, is a state-operated residential habilitation center for individuals with developmental disabilities. The Adult Training Program offers Fircrest residents vocational training and supported employment opportunities.

As with Aurora Square, redevelopment at the Fircrest Campus could offer land uses that are compatible and cohesive with the new redevelopment in the station subarea over time. However, any decisions about potential development on this campus would be up to the State, and entail a master planning process that would include extensive public involvement, and an act of the Legislature. The City is not considering any change in use or zoning regarding Fircrest as part of this subarea process.

Redevelopment Potential Based on Market Analysis and Recent Trends

Redevelopment opportunities in the subarea are based on a specific station subarea market assessment prepared for the City of Shoreline by Leland Consulting Group (August 2014). Available at: <http://www.shorelinewa.gov/home/showdocument?id=17855> Information from Sound Transit's Lynnwood Link Extension Station Area Transit-Oriented Development Potential report (April 2013) also was reviewed. Redevelopment opportunities consider the long-range potential for growth and change in the station subarea consistent with Shoreline's vision and the regional objective to maximize the number of people living and working in proximity to high-capacity transit.

Key findings of the station subarea market assessment completed by Leland Consulting Group include the following.

- An increased demand in multifamily and various types of housing as Shoreline continues to attract residents of varying income levels. While the market assessment prepared by Leland Consulting Group for the 145th Street Station Subarea identified a potential demand for approximately 800 residential units or more through

2035, additional demand for housing could occur during the next twenty years depending on changes in the market, opportunities provided elsewhere, property owners' willingness to redevelop or sell their properties for redevelopment, and other factors. Certainly, the demand for housing would continue beyond twenty years, and may grow higher depending on these factors.

- New demand for retail and commercial services, most likely being pulled into place as part of mixed-use projects. Challenges with this development would be accommodating the growing need for parking associated with these services.
- The office market in the area will most likely not grow significantly because this type of land use is generally attracted to denser areas and transportation nodes.
- Health care facilities, higher or primary education, government facilities, and other uses are also potential candidates for the station subarea, but are not considered market driven.
- The 5th Ave NE corridor has potential to be seen as a "neighborhood boulevard."

The Lynnwood Link Extension Station Area Transit-Oriented Development Potential report completed by Sound Transit in 2013 included a preliminary market assessment of the demand for office space, multifamily housing, retail space, and lodging. The findings of the TOD Development Potential report were

generally consistent with the findings of the subarea market assessment described above.

The Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014 forecast of "development prospects," ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring baby boom generation and the emerging generation of home buyers and renters (also known as the Millennials or Generation Y) are creating a higher demand for urban infill housing and mixed use.

Based on recent studies by ULI and others, both of these types of consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles. While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact, mixed use qualities may be most desirable. In a recent national survey "American in 2013: Focus on Housing and Community" ULI found that among adults polled (including Baby Boomers and Millennials/Gen Y-ers), the quality of public schools, parks and recreation facilities, walkability, and short distance to work or school all ranked as important or very important.

Shoreline's reputation as a livable community, with good schools, parks, trails, and other amenities, will continue to attract residents in the coming decades. However, the potential timing and pace of redevelopment is difficult to predict given the influences of market forces, property owner interests, the need

to assemble large enough parcels for redevelopment, and many other factors described earlier.

For more information on market analysis and trends, in addition to the 2014 Leland analysis, refer to the report prepared by BAE Urban Economics for the 185th Street Station Subarea Plan, available at:

<http://www.cityofshoreline.com/Home/ShowDocument?id=15704>.

Relationship of the City of Shoreline Comprehensive Plan and Code Provisions to the Subarea Plan

The 145th Street Station Subarea Plan would become an adopted element of the City of Shoreline Comprehensive Plan. The City of Shoreline Comprehensive Plan contains extensive goals and policies that are relevant to the subarea and planned action, including specific framework policies for the light rail station areas and Land Use Element policies that guide station subarea planning. Relevant goals and policies of the Comprehensive Plan, as well as the plan's land use designations, and other applicable provisions are summarized in Chapter 2 of this FEIS. While the proposed changes in land use are consistent with Comprehensive Plan policies, some amendments to the Comprehensive Plan would be required to support implementation of the subarea plan (such as amendments to the land use map and descriptions). The City's Development Code, a section of the Shoreline Municipal Code, includes requirements, standards, and guidelines for zoning and development, including private and public facilities. Specific revisions and updates to the Development Code would be required with adoption of the subarea plan. Since light

rail is a new form of transit service coming to the community with unique opportunities, Development Code revisions have been created to support transit-oriented development opportunities, with new and unique regulations to implement the City's vision for the subarea. Development Code amendments that were adopted as part of the 185th Street Station Subarea Plan would likely apply to the 145th Street Station Subarea Plan. These would introduce new zoning designations and provisions to address building setbacks, architectural step-backs of buildings, building heights, design standards, allowable uses, housing types, transition standards between land uses, parking requirements, and affordable housing provisions within the subarea. These are described in more detail in Section 3.1.3 Mitigation Measures.

3.1.2 Analysis of Potential Impacts

This section of the FEIS analyzes potential impacts related to land use of the four alternatives: Alternative 1—No Action, Alternative 2—Connecting Corridors, Alternative 3—Compact Community, and Alternative 4- Compact Community Hybrid. **Figure 3.1-4 through 3.1-10** later in this section show zoning for these alternatives. Maps showing zoning with and without potential Phase 1 and Phase 2 boundaries are provided for the action alternatives.

The Green Network concept for creating a connected system of pedestrian and bicycle friendly streets, trails, stormwater management and low impact development facilities in public rights of way would be applicable under Alternative 2 or 3. This concept is described in more detail in Section 3.6 of this FEIS. **Figure 3.1-11** shows an illustration of the proposed Green Network concept. **Figure 3.1-12** shows the proposed Off-Corridor

Network identified in the 145th Street Corridor Study, applicable under Alternative 4.

Necessary Plan and Code Amendments

Adoption of any of the action alternatives would require updates to the Shoreline Comprehensive Plan and Shoreline Municipal Code (which includes the Development Code). This is an expected outcome of the subarea planning process, and the City is prepared to make these amendments.

Comprehensive Plan amendments effective upon adoption of the subarea plan would revise the Land Use Map to correspond with zoning designations and adopt policies.

Implementation of any of the three action alternatives would require amendments to the Comprehensive Plan and zoning designations within the subarea. Mixed-Use Residential zoning and other Development Code regulations that were adopted through the 185th Street Station Subarea Plan, which would likely apply to the 145th Street Station Subarea, are described later in this section.

These Development Code regulations include more flexibility for converting single family homes to exclusive business or office use, design and transition standards, and incentives and requirements for green building and affordable housing.

Regulations that allow for development agreements could be applied within the MUR-85', MUR-70', and MUR-65' zones. With a Development Agreement, bonus density/height could be granted by the City with the provision of specific features.

Required elements would include additional affordable housing, structured parking, and deeper levels of green building.

Other development standard amendments address requirements such as height, setbacks, step backs in buildings, architectural treatments, and a variety of other provisions applicable to the MUR-70', MUR-45', and MUR-35' zoning.

Development Code regulations are described under 3.1.3 Mitigation Measures, and will be encompassed within the future Planned Action Ordinance created for the subarea.

Alternative 1—No Action would not amend existing zoning or development standards.

Proposed Zoning Categories and Descriptions

Five potential zoning categories are being studied for the subarea.

- MUR-85': Mixed use residential with 85-foot maximum base building height (applicable to Alternative 3 only)*
- MUR-70': Mixed use residential with 70-foot maximum base building height (applicable to Alternative 4 only)*
- MUR-65': Mixed use residential with 65-foot maximum base building height (applicable to Alternative 2 only)*
- MUR-45': Mixed use residential with 45-foot maximum building height; based on R-48 zoning (applicable to Alternative 2, 3, or 4)

- MUR-35': Mixed use residential with 35-foot maximum building height; based on R-18 zoning (applicable to Alternative 2, 3, or 4)

*Potential exceptions are described later in this section.

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead.

The City updated Code provisions through adoption of the 185th Street Station Subarea Plan to add these zones and define allowed uses; dimensional, design, and transition standards; mandatory requirements; and incentives for desired amenities. Existing single-family homes are protected under all new zoning

designations. Refer to the illustrations at the end of this section depicting potential housing styles that could be built within these zoning categories.

MUR-85'

Mixed-Use Residential—85-foot maximum base height: This zone would allow building heights of 85 feet, generally seven stories tall. Building types would typically be mixed use with residential and/or office uses above commercial or other active use at the ground floor level. This zone would accommodate mixed use with residential and/or office uses above commercial or other active use at the ground floor level. Building types would generally be 5 over 2 (five levels of wood-frame construction over a two level concrete podium base with these two levels typically consisting of active uses and parking).



Existing single-family homes are protected under all new zoning designations.

MUR-70'

Mixed-Use Residential—70-foot maximum base height: This zone would allow building heights of 70 feet, generally five to six stories tall with some flexibility for different roof styles and roof top amenities. This zone would accommodate mixed use with residential and/or office uses above commercial or other active use at the ground floor level. Building types would generally be 5 over 1 (five levels of wood-frame construction over a one level concrete podium at the ground floor level).

MUR-65'

Mixed-Use Residential—65-foot maximum base height: This zone would allow building heights of 65 feet, generally five to six stories tall. This height is less flexible than the 70-foot base height allowable under MUR-70' and would limit some roof styles and roof top amenities. This zone would accommodate mixed use with residential and/or office uses above commercial or other active use at the ground floor level. Building types would generally be 5 over 1 (five levels of wood-frame construction over a one level concrete podium at the ground floor level).

Potential Height Bonus with Development Agreements in MUR-85', MUR-70', and MUR-65' Zones

The Development Code contains provisions for developer agreements that could award additional height/density for projects that provide a mix of required and optional amenities. See additional discussion later in the section regarding development regulations for more information. This would only be applicable to development projects in the MUR-85', MUR-70',

or MUR-65' zones. The next feasible building height for construction after the 5 over 2 or 5 over 1 building type that can be built under any of these base zones requires steel frame construction, which is significantly more expensive, and usually requires at least twelve stories to cover costs. As such, the allowable maximum height for buildings in the MUR-85', MUR-70', or MUR-65' zones with development agreements would be 140 feet, which would allow up to approximately fourteen stories. For purposes of analysis in this FEIS, it was assumed that 25 percent of the properties zoned MUR-85' in Alternative 3, MUR-70' in Alternative 4, and MUR-65' in Alternative 2 would be developed to the 140-foot height at build-out, although this assumption is likely high.

It is anticipated that redevelopment to these building heights could take many years to implement. Redevelopment of this type (supporting building heights of seven stories to fourteen stories with development agreements) would require aggregation of a large number of parcels. Given current market forces, it is likely that density styles more comparable to MUR-45' and MUR-35' would occur more commonly in the next ten to twenty years through infill development, with more intense uses occurring over a longer period of time.

MUR-45'

Mixed-Use Residential—45-foot height limit: The MUR-45' zone would be limited to 45 feet, which equates to a four story building. The MUR-45' zone would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc.

also could be developed in MUR-45'. Single family homes could be converted to commercial and professional office uses along streets classified as arterials.

MUR-35'

Mixed-Use Residential—35-foot height limit: This zone would allow multi-family and single family attached housing styles such as row houses and townhomes. The height limit for this zone is 35 feet, which is the same as single-family R-6 zones, and equates to a 3-story building. MUR-35' also would allow commercial and other active uses along streets identified as arterials. These types of buildings might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial). This also would allow conversion of existing homes to restaurants, yoga studios, optometrist offices, and other uses.

Retention of Existing Zoning Designations

The action alternatives would retain varying portions of the subarea in existing zoning designations. Existing zoning categories in the subarea are listed in Chapter 2. For more information about these zoning designations, refer to the Shoreline Municipal Code: <http://www.codepublishing.com/wa/shoreline/>.

Consistency with Plans and Policies

The Washington State Growth Management Act (GMA) requires participating jurisdictions to conduct capital facilities planning for six and twenty-year planning horizons. The 145th Street Station Subarea Plan will summarize capital facilities improvements that would be needed to support implementation of rezoning (redevelopment) in the station subarea over the next twenty

years. The subarea plan and Planned Action Ordinance will set a growth target that provides a framework for anticipated population, household, and employment growth between 1.5 percent and 2.5 percent annually. By identifying an area for initial focus, capital improvements can be better defined to serve that area.

If growth were to exceed the overall average of 1.5 percent to 2.5 percent and occur more quickly, achieving the twenty year growth target earlier, the City would update capital facilities improvements planning to support additional growth beyond the twenty year target. The City updates its capital facilities plans on a regular basis anyway, and would continue to closely monitor improvement needs in the subarea as growth and change occur over the next twenty years to ensure that sufficient infrastructure (transportation, utilities, etc.) is in place to support redevelopment as it occurs.

Alternative 1—No Action is not consistent with or supportive of the City's adopted Comprehensive Plan or policies of other plans adopted by the City. Alternative 1 also it is not consistent with plans and policies adopted at the regional, state, and federal levels; it is not a viable option for meeting the purpose and need of the planned action.

The First Twenty Years of Implementation under any of the Action Alternatives, with or without Phasing

All three action alternatives are consistent with existing plans and policies. Implementation requirements related to planning and development regulations over the first twenty years would be similar under any of the action alternatives.

The anticipated pace of growth would be similar under any of the action alternatives, but with adoption of phasing boundaries, the area of redevelopment and change through 2033 would be limited to the Phase 1 area of zoning. The remaining portion of the subarea would not be redeveloped until Phase 2 zoning is activated in 2033. The City would need to monitor the level and location of redevelopment in the subarea to ensure consistency with the thresholds set by the planned action and phasing boundaries over time.

Without phasing, redevelopment could occur anywhere within the subarea, adapting to market conditions and the status/availability of individual properties over time. The City would need to monitor the level of redevelopment within the subarea to ensure consistency with planned action thresholds over time.

Alternative 4—Compact Community Hybrid also is consistent with and supportive of adopted plans and policies at the local, regional, state, and federal level. Alternative 4 would result in a similar level of urban development around the light rail station as under Alternative 3, but with less redevelopment adjacent to Twin Ponds Park, Paramount Open Space, and Paramount Park.

Regarding housing opportunities, Alternative 3 would help to achieve some of the City's policies related to housing more fully than Alternative 2 and Alternative 4 because it would support more higher density housing options at full build-out. Alternative 3 would provide a greater level of diverse housing opportunities (including affordable options) than the other two action alternatives, addressing an important need in Shoreline.

Alternative 4 does not propose MUR-35' and MUR-45' zoning adjacent to Twin Ponds and Paramount Parks and Paramount Open Space as proposed under Alternatives 2 and 3 and retains these areas in existing R-6 zoning. Instead, Alternative 4 proposes MUR-35' and MUR-45' zoning along the north side of the NE 155th Street corridor, similar to Alternative 2—Connecting Corridors but not previously proposed as part of Alternative 3—Compact Community. This mixed use zoning is further from the planned light rail station location. As such, under Alternative 4, there would be less MUR-35' and MUR-45' zoning and less housing and residents overall within a five minute walk from the station.

As discussed in Section 3.2, implementation of any of the three action alternatives would provide opportunities to better balance housing and jobs in Shoreline. Alternative 2 would provide space for more employees at full build-out than Alternatives 3 and 4. Alternative 4 would support more employees than Alternative 3.

Alternative 3—Compact Community is consistent with and supportive of adopted plans and policies at the local, regional, state, and federal level. Alternative 3 would result in more intensive and vibrant urban development around the light rail station and more housing opportunities than under Alternative 2, but about the same as Alternative 4 at full build-out.

Alternative 2—Connecting Corridors is consistent with and supportive of adopted plans and policies at the local, regional, state, and federal level. Alternative 2 spreads the level of potential change out over more geography by lining the 5th Avenue NE and N-NE 155th Street corridors with mixed use zoning (primarily MUR-35' and MUR-45'). The mixed use along these corridors would

provide more opportunities for neighborhood retail and services over time and would result in more employment opportunities than under Alternative 3. As such, Alternative 2 would help to support some of the City's policies related to economic development more fully than Alternative 3.

Land Use Patterns and Compatibility between Land Uses

Under all alternatives, it is anticipated that the subarea would experience growth and change. Alternative 2—Connecting Corridors would result in the greatest extent of geographic change and the highest level of employment opportunities at full build-out. Alternative 3—Compact Community would result in the highest level of population and housing levels at full build-out. Alternative 4—Compact Community Hybrid would have less housing and residents than Alternatives 2 and 3 and more employees than Alternative 3 (but less employees than Alternative 2). That said, it is anticipated that the pace of change during the first twenty years after adoption would generally be the same with any of the action alternatives (averaging around 1.5 percent to 2.5 percent annually).

Alternative 1—No Action would retain existing zoning. However, ***“No Action” does not translate to “No Change” in the subarea.*** With the implementation of light rail, there would be greater demand for land uses in proximity to the station, particularly for housing. The current zoning for much of the subarea is R-6. The R-6 zoning allows six dwelling units per acre. The average number of units per acre currently in the subarea is 3.2. As such a substantial number of new housing units (nearly double the current number, not accounting for lot coverage and other restrictions) could be constructed over time in the subarea

under the current zoning. Attached single family homes (such as duplexes, triplexes, and townhouses) and accessory dwelling units (attached or detached, maximum one per lot) are allowed in the R-6 zone if proposed redevelopment meets certain criteria (refer to Shoreline Municipal Code 20.40.510). The current maximum height for buildings in the R-6 zone is 35 feet.

Much of the housing stock in the subarea is reaching an age of 50 to 60 years or more, and some residents have made substantial renovations to their homes or have demolished existing homes to build new ones. This trend likely would continue under Alternative 1. With the anticipated demand for more housing that will occur with light rail, as homesites are redeveloped in the subarea in the future (under Alternative 1—No Action), the community could expect to see either larger and taller single family homes or combinations of various types of attached multiple-unit single family buildings and accessory dwelling units.

Most homes in the subarea are currently one story or two stories in height (approximately 15 to 25 feet high). New residential buildings, including accessory dwelling units, could be constructed to a maximum height of 35 feet (approximately 3 to 3.5 stories). For comparative purposes, throughout north Seattle, there has been significant construction of this type over the last twenty years, which has changed the character of single family neighborhoods.

It is also important to note that redevelopment under Alternative 1—No Action would not be consistent with the adopted vision for the light rail station area as a vibrant, equitable transit-oriented district. Single family redevelopment under Alternative 1—No Action Alternative would provide fewer opportunities for new

affordable housing than proposed under the action alternatives (Alternatives 2, 3, or 4) as well as a significantly lower overall quantity of various types of housing to fit diverse income levels, and substantially less mixed use/neighborhood commercial at street level. Increased housing choice and affordability will be needed to serve the growing demand in the subarea over the long term.

Without zoning changes to require higher densities, single family home development would continue to be the focus in the subarea. Transit-oriented redevelopment opportunities with a variety of housing choices and mixed use development would not occur.

Investments in infrastructure and street improvements in the subarea would be very limited under Alternative 1—No Action compared to the three action alternatives.

The First Twenty Years of Implementation under any of the Action Alternatives, with or without Phasing

It is anticipated that Alternative 2—Connecting Corridors would change land use patterns over a broader geographic extent than Alternative 3—Compact Community over the first twenty years of implementation. Alternative 4—Compact Community Hybrid would result in an extent of geographic change that is less than Alternative 2, but more than Alternative 3.

The MUR-35' and MUR-45' zoning along 5th Avenue NE and 155th Street in Alternative 2 would result in multifamily development that could be designed to be generally compatible with existing land uses in the subarea (building heights of 35 feet and 45 feet

are generally compatible with the current allowed building height of 35 feet over most of the subarea). Setback requirements, landscaping, and design guidelines in City Development Code regulations would help to enhance compatibility.

Alternatives 3 and 4 call for more overall density in the vicinity surrounding the planned light rail station than Alternative 2 calls for. This means that a greater level of change to land use patterns in the area around the planned light rail station could occur over the next twenty years under Alternative 3 than under Alternative 2. That said, market forces may not support the full level of transit-oriented development proposed under the MUR-65', MUR-70', or MUR-85' zoning for decades, and the need to assemble properties to accommodate larger parcels for development of the taller buildings under any of the action alternatives could take many years, slowing the progress of redevelopment.

Due to market forces and parcel sizes, the scale of MUR-35' and MUR-45' redevelopment may occur more commonly in the next ten to twenty years than redevelopment related to the more intensive zoning categories of MUR-65', MUR-70, or MUR-85. Yet, with the proposed Phase 1 and Phase 2 boundaries under any of the action alternatives, less MUR-35' and MUR-45' zoned property will be available for redevelopment through 2033 under the action alternatives.

Alternative 2 proposes the most amount of MUR-35' and MUR-45' zoning, followed by Alternative 4, and Alternative 3. With adoption of phasing boundaries, the level of MUR-35' that could be developed through 2033 would be greatly reduced. If phasing is adopted, Alternative 2 would retain more MUR-35' zoning in

Phase 1 than Alternative 4 and Alternative 3 (which would have the least amount).

Alternative 4—Compact Community Hybrid would create change in a smaller geographic area than under Alternative 2 but more than Alternative 3. Alternative 4 would permit slightly taller buildings at base heights than Alternative 2 but lower than under Alternative 3.

Alternative 4 includes similar transitions in zoning as described above under Alternative 2; however it would retain more area in single family zoning in proximity to the planned light rail station and overall in the subarea, which could result in the potential for more incompatibilities and inconsistencies with redevelopment over time. As with the other action alternatives, potential incompatibilities could be addressed with new development standards applicable to the new zoning categories, but generally these would not be applicable to the residential R-6 zoning.

Due to some residents' interest in retaining single family zoning around Twin Ponds Park, Paramount Open Space, and Paramount Park, Alternative 4 does not include as much MUR-35' and MUR-45' zoning in these areas and instead locates this type of zoning along the north side of NE 155th Street (further from the light rail station). Instead, areas of single family zoning (R-6) would be retained in these areas, and as a result, less housing density and fewer residents would be located within a five minute walking distance of the light rail station than under the other two action alternatives.

Alternative 3—Compact Community would create change in a smaller geographic area than under Alternatives 2 and 4.

However, Alternative 3 would permit taller buildings than Alternatives 2 and 4 via the MUR-85' designation in proximity to the planned light rail station.

Alternative 3 includes the same transitions in zoning as described above under Alternative 2, and it would require the same development standards. As discussed for Alternative 2, the same potential incompatibilities would be expected as the subarea redevelops and the same proposed development standards would be applied under Alternative 3 as under the other action alternatives. Alternative 3 potentially could have less capacity and flexibility to respond to market conditions and property owners' interests than Alternatives 2 and 4 since less land area would be rezoned.

Alternative 2—Connecting Corridors proposes more geographic extent of change than Alternatives 3 and 4. However, less density is proposed in proximity to the planned light rail station with the MUR-65' zoning (vs. MUR-85' in Alternative 3). More retail/commercial use and office use would be expected under Alternative 2 than under Alternatives 3 and 4 based on the extent of mixed use proposed zoning.

The pattern of proposed zoning would result in appropriate transitions between land uses. For example, MUR-45' is typically located between MUR-85' and MUR-35' zoning. MUR-35' zoning is typically located between MUR-45' and single family zoning such as R-6. Even with these provisions, as change occurs throughout the subarea, there could be incompatibilities between new redevelopment and existing homes. The City's development standards provide setbacks, landscaping requirements, and other

provisions to provide buffers between land uses that would help to address these issues.

Potential Built Form, Neighborhood Character, and Building Heights

Each of the three action alternatives proposes a mix of zoning under the MUR-85', MUR-70', MUR-65', MUR-45', and/or MUR-35' categories, along with retaining other existing zoning categories in the subarea. Over many decades the subarea likely would transform from a predominantly single family residential to a mix of housing types and neighborhood-serving retail and uses. While this would be a substantial change, the growth and related change would be expected to occur very gradually, similar to other urbanizing neighborhoods in the region such as Green Lake and Greenwood. Each phase of redevelopment would be evident as it occurs, but the overall level of change would be less perceptible than if it were to occur within a shorter timeframe. Mitigation measures, including a variety of development standards and transitional zoning provisions, are proposed to help buffer existing land uses from new redevelopment in the subarea.

With redevelopment, neighborhood character would change, but the subarea also would see positive enhancements, such as improved streets, intersections, and streetscapes, additional public spaces, parks, trails, and recreation facilities, and community benefits such as sidewalk cafes, public art, plazas, and other amenities.

Low impact development treatments such as rain gardens and stormwater planters would be envisioned as surface water management solutions. Regarding these positive changes to the

neighborhood, Alternative 2 could result in the most amount of these over time due to the geographic extent of redevelopment proposed compared to Alternatives 3 and 4. Alternative 4 proposes change over more geographic area than Alternative 3, including the area along the north side of NE 155th Street.

Redevelopment of the subarea regardless of the alternative pursued would be subject to compliance with City policies and regulations applicable to the subarea, including historic preservation requirements as applicable.

Alternative 1—No Action would not change existing zoning and as such, the current allowed building height of 35' over most of the subarea would remain. The vast majority of the subarea is currently zoned R-6 (Residential allowing six units per acre), and in the R-6 zone a maximum height of 35 feet is allowed. In other areas of the subarea zoned for community business and multifamily, taller buildings already are allowed under the current Code requirements.

Under Alternative 1 there likely would be a change in character over time to taller, more expensive single family homes. Many current homes are one story to two stories in height. Up to 35-foot-high homes are allowed, so taller homes could be constructed over time. Up to six units per acre are allowed under the current R-6 zoning. Property owners may choose to add more units over time. Accessory dwelling units and/or conversion and reconstruction of homes into duplexes and triplexes would be permissible if certain code requirements are met.

Under Alternative 1—No Action there would be minimal change to built form and neighborhood character. Streets, roadways, and public spaces would remain similar in character over the long term to today's conditions, although traffic congestion station subarea could become a growing problem due to limited roadway and intersection improvements, other than those proposed under the Preferred Concept for the 145th Street Corridor Study or by Sound Transit as part of the development of the light rail station.

The First Twenty Years of Implementation under any of the Action Alternatives, with or without Phasing

Alternative 2—Connecting Corridors could increase building heights over a broader geographic area than Alternative 3—Compact Community or Alternative 4—Compact Community Hybrid over the first twenty years of implementation. Building heights near the planned light rail station would be one story less at base height under Alternative 2 and 4 than under Alternatives 3. This is due to the proposed MUR-85' maximum base height proposed under Alternative 3—Compact Community compared to the MUR-70' maximum base height under Alternative 4 and MUR-65' maximum base height under Alternative 2.

The MUR-35' and MUR-45' zoning proposed along 5th Avenue NE and 155th Street in Alternative 2 and to some extent in Alternative 4 would allow building heights of 35 feet and 45 feet compared to the current allowed building height of 35 feet over most of the subarea. Setback requirements, landscaping, and design guidelines in City Code regulations would help to enhance compatibility.

With the adoption of phasing boundaries, building height changes associated with rezoning would be limited to within the Phase 1

boundary until 2033, when new zoning within the Phase 2 boundary would become available.

With adoption of phasing boundaries, the level of MUR-35' that could be developed through 2033 would be greatly reduced. If phasing is adopted, Alternative 2 would retain more MUR-35' zoning in Phase 1 than Alternative 4 and Alternative 3 (which would have the least amount).

Alternative 4—Compact Community Hybrid proposes MUR-70' zoning, which would allow a maximum base building height of 70' with the potential for bonus height/density of up to 140 feet with development agreements that ensure projects meet special requirements. Elements such as affordable housing, green building standards, and structured parking would be required. Elements such as combined heat and power systems, provision of commercial uses, sidewalk cafes, provision of public open space, and other amenities would be encouraged. Population and household unit calculations in this FEIS assume this would occur over approximately 25 percent of the area zoned MUR-70'.

As with the other action alternatives, if over time the City observes a trend that could lead to more than 25 percent of buildings in height over 70 feet (and greater density), supplemental environmental impact analysis would need to be conducted to evaluate potential impacts and reassess project and program needs before additional development would be permitted.

Market analysis has indicated that there may be minimal demand for mid-rise buildings in the subarea in the foreseeable future. However, over time this demand could grow. Zoning would

preserve a broader range of possibilities for the subarea over the long term.

The MUR-70' zoning would result in a base height of one story lower than under MUR-85' zoning. MUR-70' would be similar in scale to the MUR-65' zoning, but would allow flexibility for roof design and roof top amenities.

Under Alternative 4, there would be less MUR-45' and MUR-35' zoning along the N-NE 155th Street and 5th Avenue NE corridors than under Alternative 2, but more than under Alternative 3, specifically along the north side of NE 155th Street.

Alternative 3—Compact Community proposes MUR-85' zoning, which would allow a maximum base building height of 85' with the potential for bonus height/density of up to 140 feet with development agreements that ensure projects meet special requirements. Population and household unit calculations in this FEIS assume this would occur over approximately 25 percent of the area zoned MUR-85'.

As with Alternative 2, if over time the City observes a trend that could lead to more than 25 percent of buildings in height over 85 feet (and greater density), supplemental environmental impact analysis would need to be conducted to evaluate potential impacts and reassess project and program needs before additional development would be permitted.

Market analysis has indicated that there may be minimal demand for mid-rise buildings in the subarea in the foreseeable future. However, over time this demand could grow. Zoning would

preserve a broader range of possibilities for the subarea over the long term.

Under Alternative 3, there would be less MUR-45' and MUR-35' zoning along the N-NE 155th Street and 5th Avenue NE corridors, and as such building heights along these corridors would be expected to be lower at build-out than under Alternative 2 and to some extent under Alternative 4, particularly along the 5th Avenue NE corridor. With adoption of phasing boundaries, there would be less MUR-35' in Alternative 2 and Alternative 3.

Alternative 2—Connecting Corridors proposes MUR-65' zoning, which would allow a maximum base building height of 65' with the potential for bonus height/density of up to 140 feet with development agreements that ensure projects meet special requirements. The MUR-65' zone is located in proximity to the planned light rail station. This is a lower height than the MUR-85' proposed in this area under Alternative 3.

As with MUR-85' and -70' zones described above, if development projects incorporate characteristics such as green building, additional affordable housing, structured parking, and other amenities, they could have the ability to add bonus height/density to their projects, which could involve increases in height above the 65-foot level (but no greater than 140 feet) in all areas zoned MUR-65'. Each potential development agreement would be a negotiated and public process.

For purposes of this analysis, population and household unit calculations liberally assume this could occur over approximately 25 percent of the area zoned MUR-65'. If over time the City

observes a trend that could lead to more than 25 percent of buildings in height over 65 feet (and greater density), additional environmental analysis would need to be conducted to evaluate potential impacts and reassess project and program needs before additional development would be permitted.

Under Alternative 2 a greater extent of MUR-45' (45-foot maximum height) and MUR-35' (35-foot maximum height) is proposed than under Alternative 3. This means that while some building heights in the vicinity of the light rail station may be lower under Alternative 2 than under Alternative 3, overall throughout the subarea, the height of buildings would increase more, with a focus along the connecting corridors of N-NE 155th Street or 5th Avenue NE.

Extent of Mixed Use Development

Mixed-Use development could occur with MUR-85', MUR-70', MUR-65', MUR-45', or MUR-35'. The ground floor of this type of construction typically includes active uses along the street with parking behind the active uses and below grade. The second level can be housing, office, or commercial use, or in some cases it can be structured parking. This is a common type of construction in the region for mixed use development. Active uses at the street level help to ensure a vibrant, walkable environment and typically include neighborhood retail uses and services.

MUR-45' (four/four and a half building levels above ground) and MUR-35' (three/three and a half building levels above ground) also could include active uses at the street level, and often would consist of various types of low-scale multifamily housing such as row houses, townhomes, live/work lofts, and other types of

attached housing. More mixed use redevelopment also results in more employment opportunities.

Under Alternative 2, more MUR-45' and MUR-35' zoning is proposed than under Alternative 3 or Alternative 4. Alternative 4 proposes more MUR-35' and MUR-45 zoning along NE 155th Street than Alternative 3. As such Alternative 2 would be expected to have more overall mixed use redevelopment at build-out, followed by Alternative 4 and then Alternative 3.

Potential Real Estate Speculation and Long-Term Predictability

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. Many homeowners in both the 185th station subarea and the proposed 145th station subarea 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.

Graphic Models of Bulk and Height and Illustrative Examples

Alternatives 1, 2, 3, and 4 have been modeled to show the expected built form (housing and mixed use development) that could result from implementation. Illustrations later in this section present simulated 3-D Sketch Up models for each alternative. These models conceptually illustrate the potential building form that could occur with full build-out of each alternative using the SketchUp model technique. The colors shown in the model graphics represent the MUR zoning designations described previously. Photographic examples of the built form/housing types that could be constructed under the new MUR zoning categories also are presented.

Renderings also have been developed to show possible redevelopment concepts for various locations in the subarea and are presented later in this section, along with layout concepts of how potential redevelopment could be configured adjacent to existing streets in the subarea. It should be noted that these illustrations are conceptual and represent a point in time of phased development that could occur over many decades in the future.

3.1.3 Mitigation Measures

Proposed Mitigation Measures

The City intends to amend its Comprehensive Plan to reflect the proposed alternative adopted through the subarea plan, and the City will adopt revisions to the Shoreline Municipal Code, including amendments to zoning provisions and development standards to

support implementation of the subarea plan. These would occur under any of the action alternatives.

Capital project investment would be expected to increase over time to support anticipated growth, and as a result subarea residents would benefit from transportation and infrastructure improvements. The Capital Facilities Element of the Comprehensive Plan also would need to be updated at the next opportunity to reflect priorities for the subarea to support the proposed growth.

With the proposal to adopt a planned action ordinance, redevelopment would be able to proceed through streamlined environmental review as long as it is consistent with the planned action thresholds for growth for the next twenty years. The planned action threshold also provides a checkpoint for monitoring growth and change in the subarea. If more growth occurs than expected, the City would need to reevaluate the environmental analysis in this FEIS and potentially implement additional mitigation measures.

As described earlier in this section of the FEIS and in Chapter 2, there are extensive policies already adopted by the City of Shoreline that would be supported by the subarea plan, regardless of which action alternative is implemented. Policies within the Shoreline Comprehensive Plan; Climate Action Plan; Environmental Sustainability Strategy; Economic Development Strategy; Transportation Master Plan; Parks, Recreation, and Open Space Plan; Surface Water Master Plan; Southeast Neighborhoods Subarea Plan; and other adopted plans would be furthered and supported by redevelopment of the subarea.

Action Alternatives: Alternative 2—Connecting Corridors, Alternative 3—Compact Community, and Alternative 4—Compact Community Hybrid

Retaining and enhancing neighborhood character is important to residents in the station subarea and required by City of Shoreline Comprehensive Plan policies and Shoreline Municipal Code provisions. It will be important that new higher density residential and mixed use land uses in the station subarea provide buffering and transition when located adjacent to single family uses. Some of the transitions would be accomplished through the proposed zoning frameworks as discussed previously. In addition, the City has adopted zoning and related development standards in the Development Code that, if applied to the 145th Street Station Subarea, would lead to improved neighborhood character and compatibility. A brief summary of these provisions is provided below. For the full text of proposed amendments to the Code, refer to the planned action ordinance that will be adopted with the subarea plan.

- ***Affordable Housing***—Expanded provisions for MUR zoning have been adopted into the Code to mandate and encourage affordable housing as part of redevelopment projects.
- ***Mixed Use Residential and Live/Work***—Provisions related to mixed use residential development including additional requirements related to live/work units encourage a vibrant transit-oriented community with a mix of housing and employment in proximity to the light rail station.
- ***Green Building***—Provisions to encourage green building and low impact development. Four star Built Green

certification would be required for all new development within the subarea.

- ***Historic Preservation***—While no formally designated historic landmarks exist in the subarea, there are twelve parcels listed in the City’s inventory that are potentially eligible. The mitigation for these potential historic resources would involve a review of historic and cultural resources as part of redevelopment affecting those parcels; however, prescriptive measures to mitigate impacts would need to be developed by the City.
- ***Greater Flexibility in Use of and Conversion of Single Family Homes to Business and Office Use***—Code provisions would allow more flexibility for business and office use in existing single family homes and conversion of homes to exclusively business/office use.
- ***Light Rail Station and Park-and-Ride Design***—The light rail station project including the station and park-and-ride structure design would be subject to a specific agreement with the City that would establish design and implementation provisions for the light rail facilities. Sound Transit has been gathering public input for the design of the stations and parking structures in Shoreline, and will host three additional public meetings at various stages of project design through 2017. The City hosted an open house in January 2016 to invite residents to participate in Sound Transit’s design process, and will publish information about upcoming meetings as they are scheduled.

- ***Community and Social Amenities, Heritage Commemoration, Cultural Opportunities, and Public Art***—As the neighborhood grows and changes gradually over time, there will be an increased demand for community amenities, such as public gathering spaces for events, senior facilities, community meeting rooms, farmers markets, community gardens, interpretation and heritage projects that commemorate Shoreline’s history, public art, and other social cultural opportunities and events.

As the neighborhood grows and changes gradually over time, there will be an increased demand for community amenities, such as public gathering spaces for events, senior facilities, community meeting rooms, farmers markets, community gardens, interpretation and heritage projects that commemorate Shoreline’s history, public art, and other social cultural opportunities and events.

These experiences for citizens and visitors are encouraged by City of Shoreline policies. The City has adopted regulations associated with the MUR-70’ zone for the 185th Street Station Subarea, which could be applied to the 145th Street Station Subarea, that would require provision of these elements within redevelopment projects. Mitigation measures for parks, recreation, open space are addressed in Section 3.4 of the FEIS. Also, see Section 3.2 for additional discussion of mitigation measures related to Housing Choice and Affordability.

- ***Updated Development Standards***—A variety of amendments to development standards have been adopted to reflect the new MUR-35’, 45’, and 70’ zoning categories and to require and encourage specific elements such as:
 - Revised front, rear, and side yard setbacks
 - Standards for transition areas, which include architectural step backs in the building design (“wedding cake” form), and landscaping requirements

- Vehicular access oriented to side and rear rather than to the front along arterials
- Traffic calming measures
- Site and building design standards
- Streetscape improvements and landscaping requirements
- Open space and recreation facilities for residents
- Parking quantity, access, and location standards
- Potential to qualify for reductions in parking requirements in transit-oriented MUR zones based on proximity to transit (once station is operational)
- Shared parking, High-Occupancy and Electric Vehicle parking encouraged
- Vehicle circulation and access
- Improved, lighted, signed pedestrian access
- Bicycle parking facilities
- Lighting to enhance safety and security
- Building orientation to the street and transitions between buildings
- Design of public spaces
- Building façade articulation and compatible architectural form
- Covered access ways
- Preferences for architectural finishes and materials
- Preferences for fencing and walls

- Screening of utilities, mechanical equipment and service areas
- Land clearing and site grading standards
- Tree conservation encouraged with residential redevelopment (but exempt from commercial, MUR-70', and MUR-85' redevelopment)
- Signage requirements
- Integration of public art, planters, water features, and other public amenities

Additional amendments would be required to apply these regulations, or new regulations, to MUR-65' or MUR-85' if those zoning districts were adopted by the City.

Other Recommended Mitigation Measures

Exploring Partnerships—In the near term, the City could explore potential public/private and public/public partnership opportunities in the subarea to help encourage and catalyze redevelopment. These could include working with Sound Transit on the park-and-ride structure and potentially integrating other uses along its street frontage. Partnerships also could include involvement in implementing affordable housing and community uses in the subarea.

Proactive Capital Investments—The City intends to proactively seek funding for transportation and infrastructure improvements in the subarea, which will help to support redevelopment and enhance neighborhood character.

3.1.4 Significant Unavoidable Adverse Impacts

Proposed redevelopment of the subarea under Alternative 2—Connecting Corridors, Alternative 3—Compact Community, or Alternative 4—Compact Community Hybrid would result in substantial changes in neighborhood character over time. Intensification of development and higher buildings would occur incrementally. While the intensity of redevelopment in this area would be substantially greater than existing conditions, the new redevelopment would be consistent with the Shoreline Comprehensive Plan, and other local, regional, state, and federal plans and policies. Additional housing and employment opportunities would be created, and a variety of positive neighborhood benefits would result through redevelopment, including improvements to sidewalk and stormwater infrastructure. Redevelopment would be subject to more stringent codes than existed when the area originally developed.

Implementation of the planned action would set a threshold for development in the subarea based on a twenty-year growth projection that aligns with an expected level of capital improvements and investments to support that level of growth. The City will monitor change and require additional environmental review if change occurs at a more aggressive pace than anticipated.

Keeping in mind that change in the subarea would be expected to occur gradually, it is not anticipated that there would be significant unavoidable adverse impacts that could not be addressed through the mitigation measures discussed above and the City's ongoing proactive monitoring of conditions in the subarea.



Figure 3.1-4 Alternative 1—No Action (Existing Zoning is Shown in the Map)

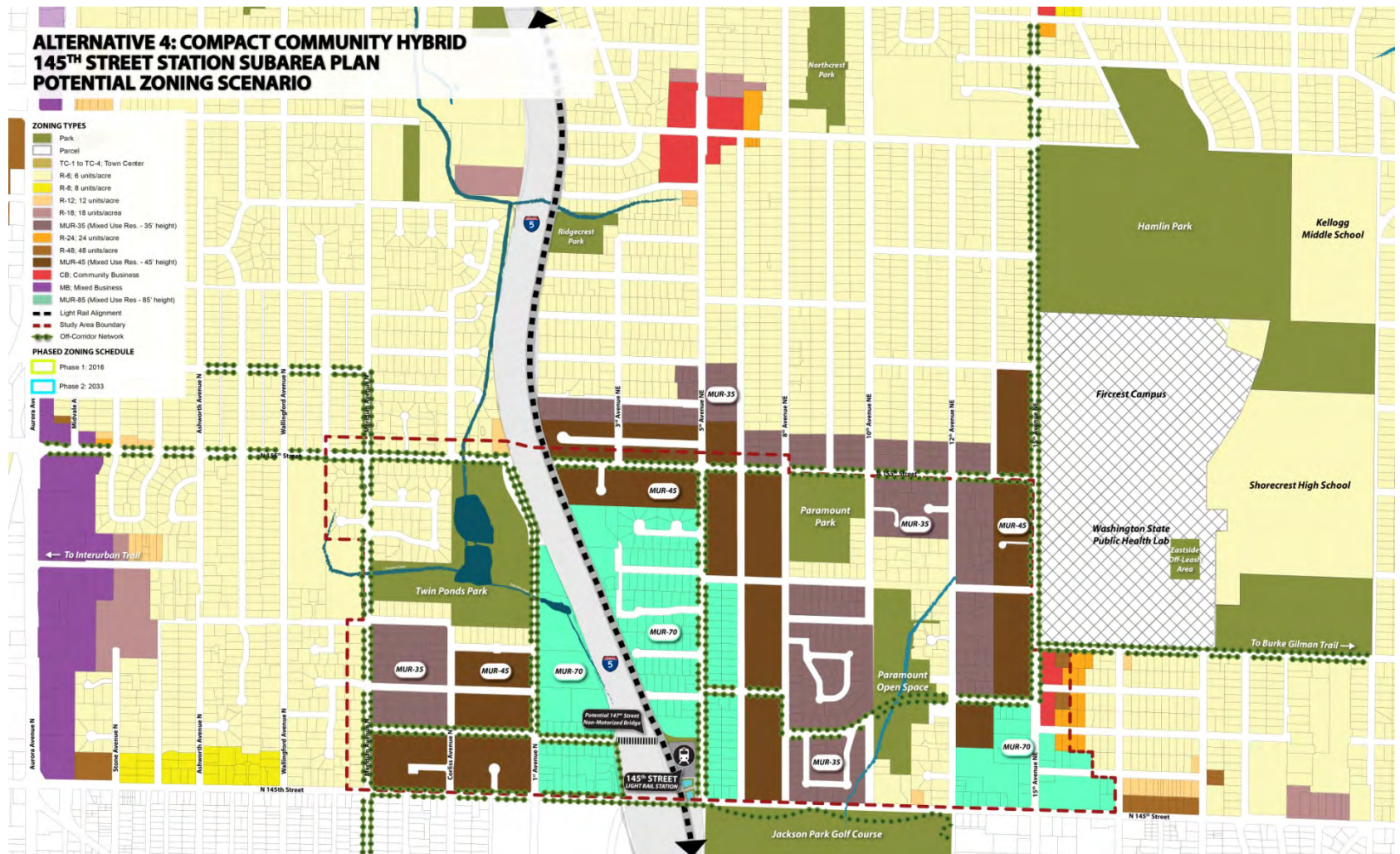


Figure 3.1-5 Alternative 4—Compact Community Hybrid

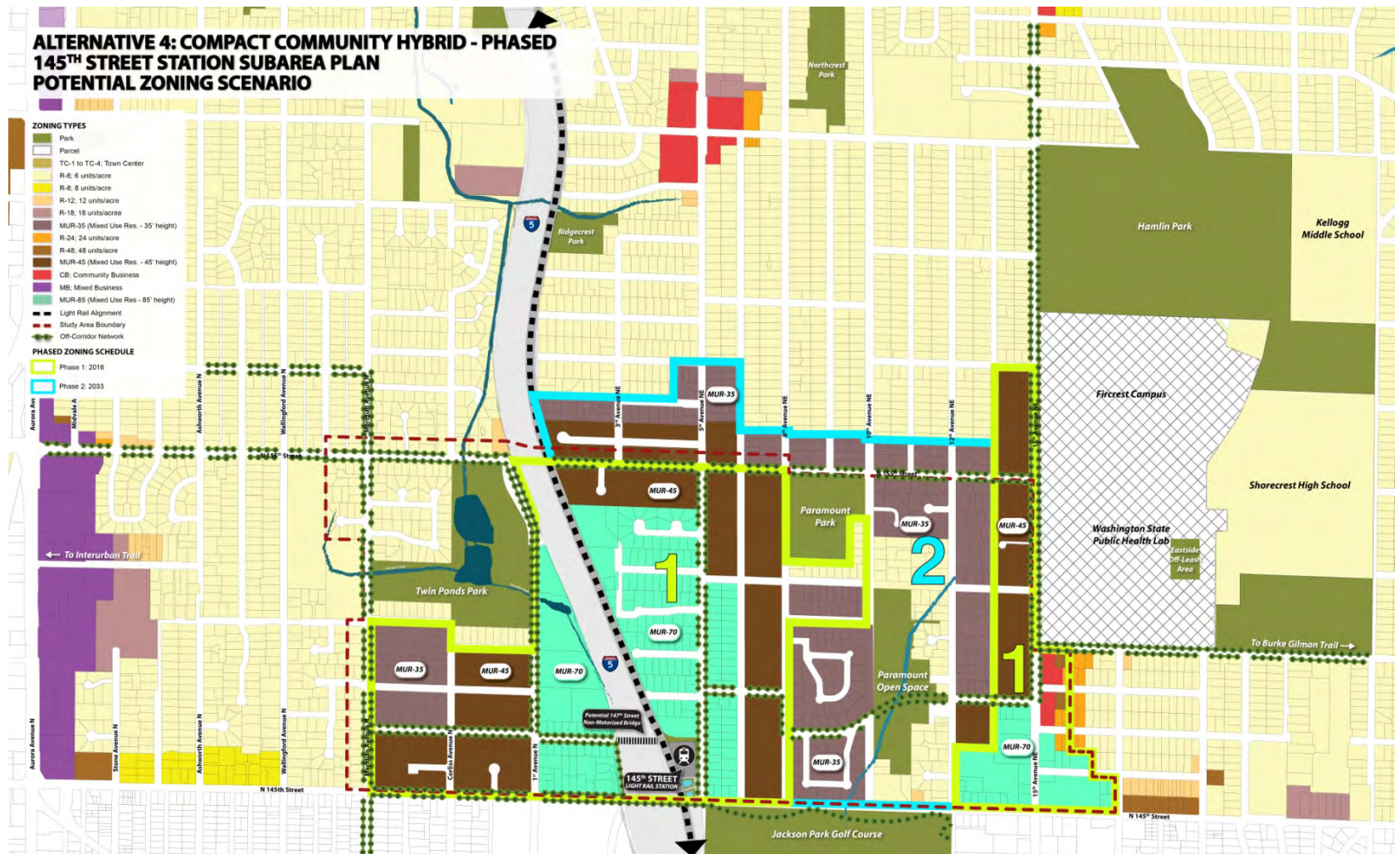


Figure 3.1-6 Alternative 4—Compact Community Hybrid with Potential Phase 1 and Phase 2 Boundaries

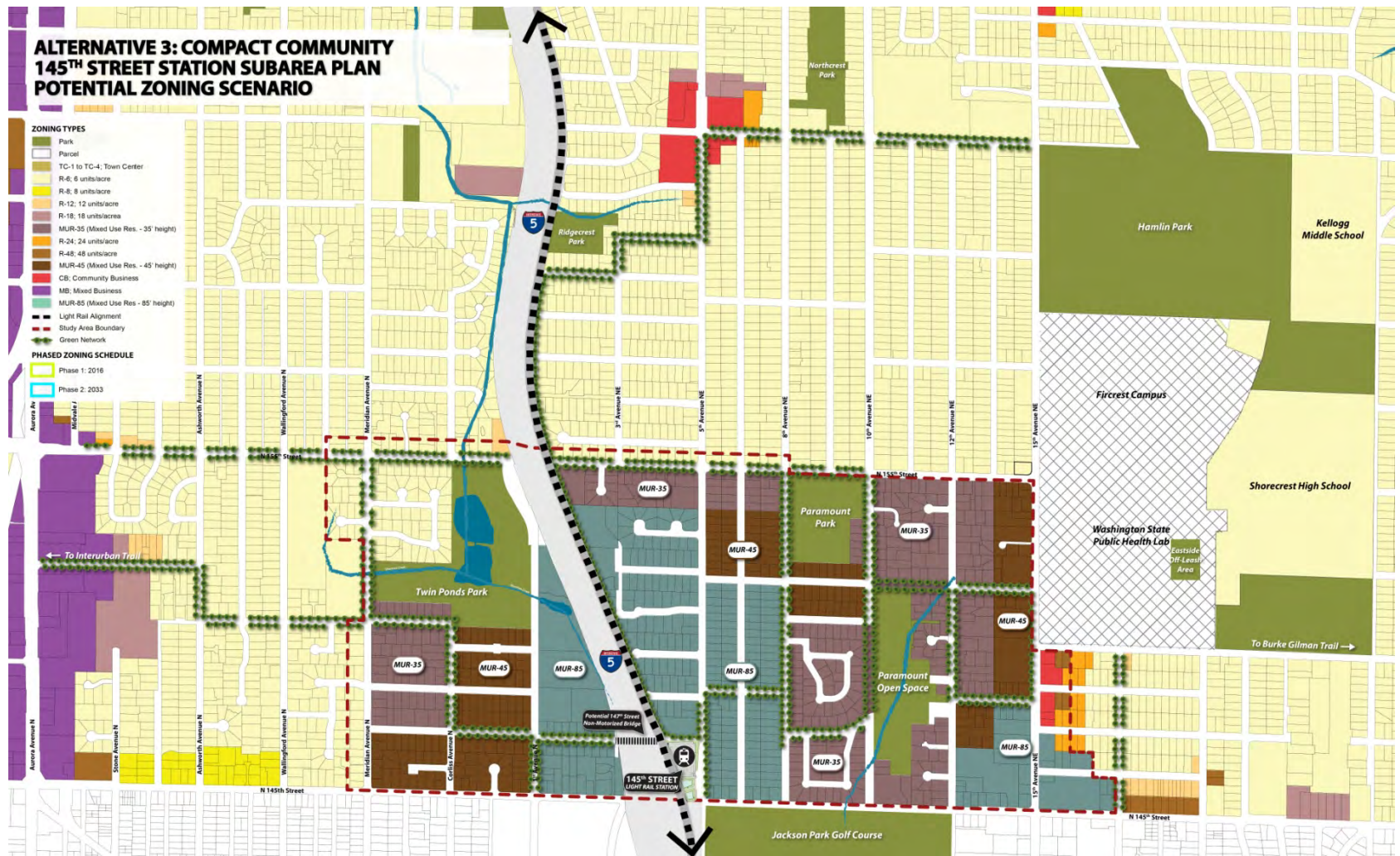


Figure 3.1-7 Alternative 3—Compact Community

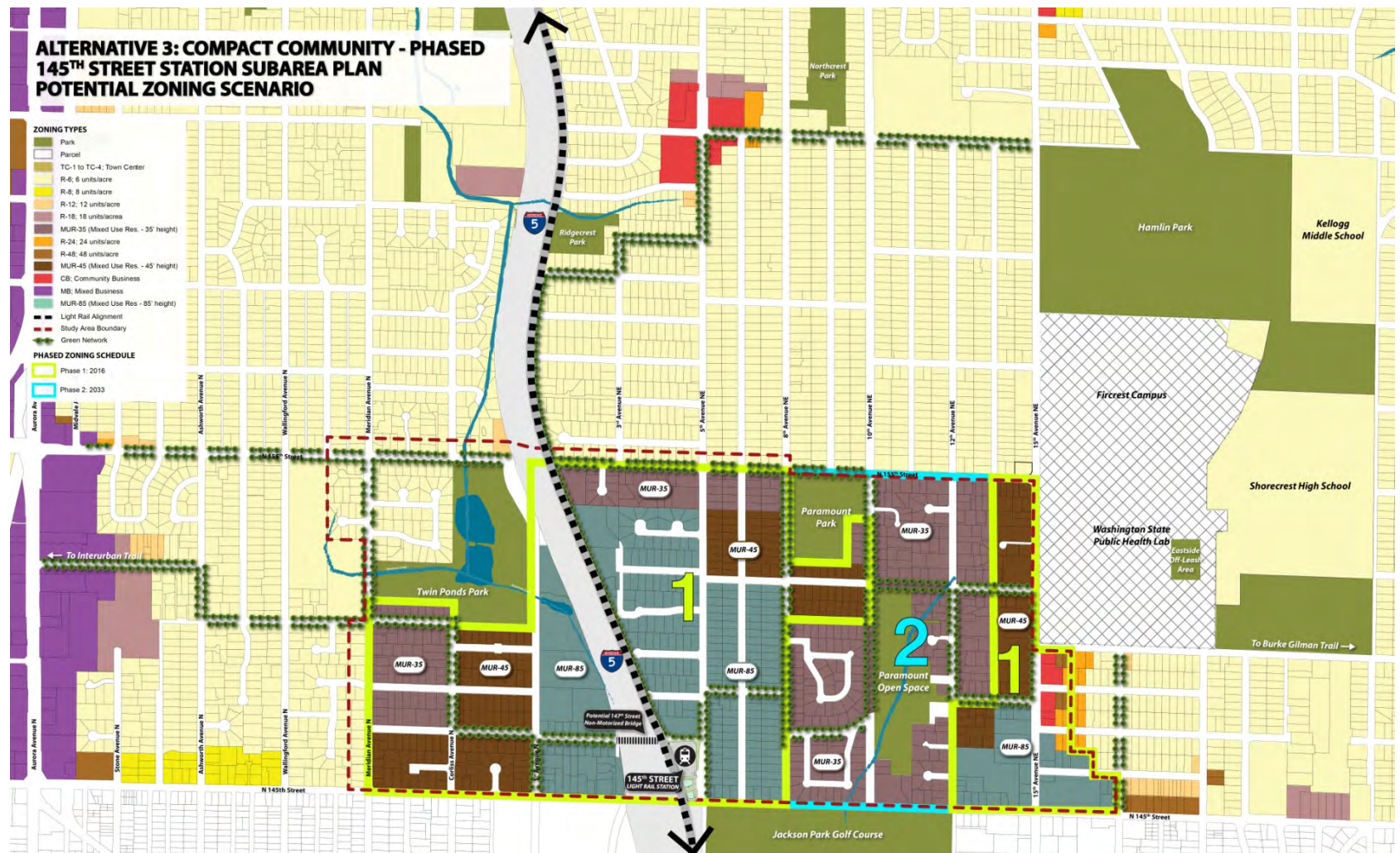


Figure 3.1-8 Alternative 3—Compact Community with Potential Phase 1 and Phase 2 Boundaries

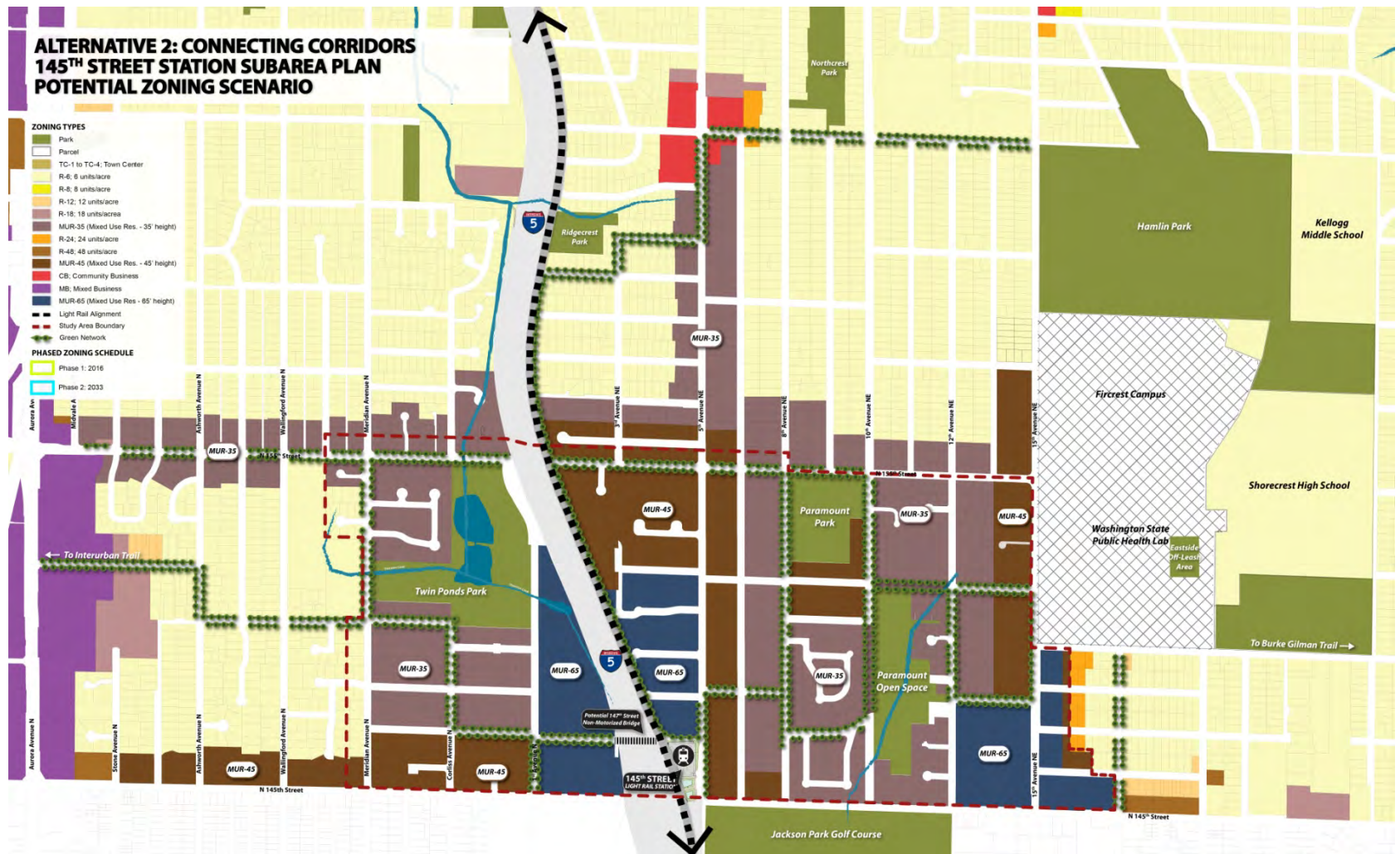


Figure 3.1-9 Alternative 2—Connecting Corridors

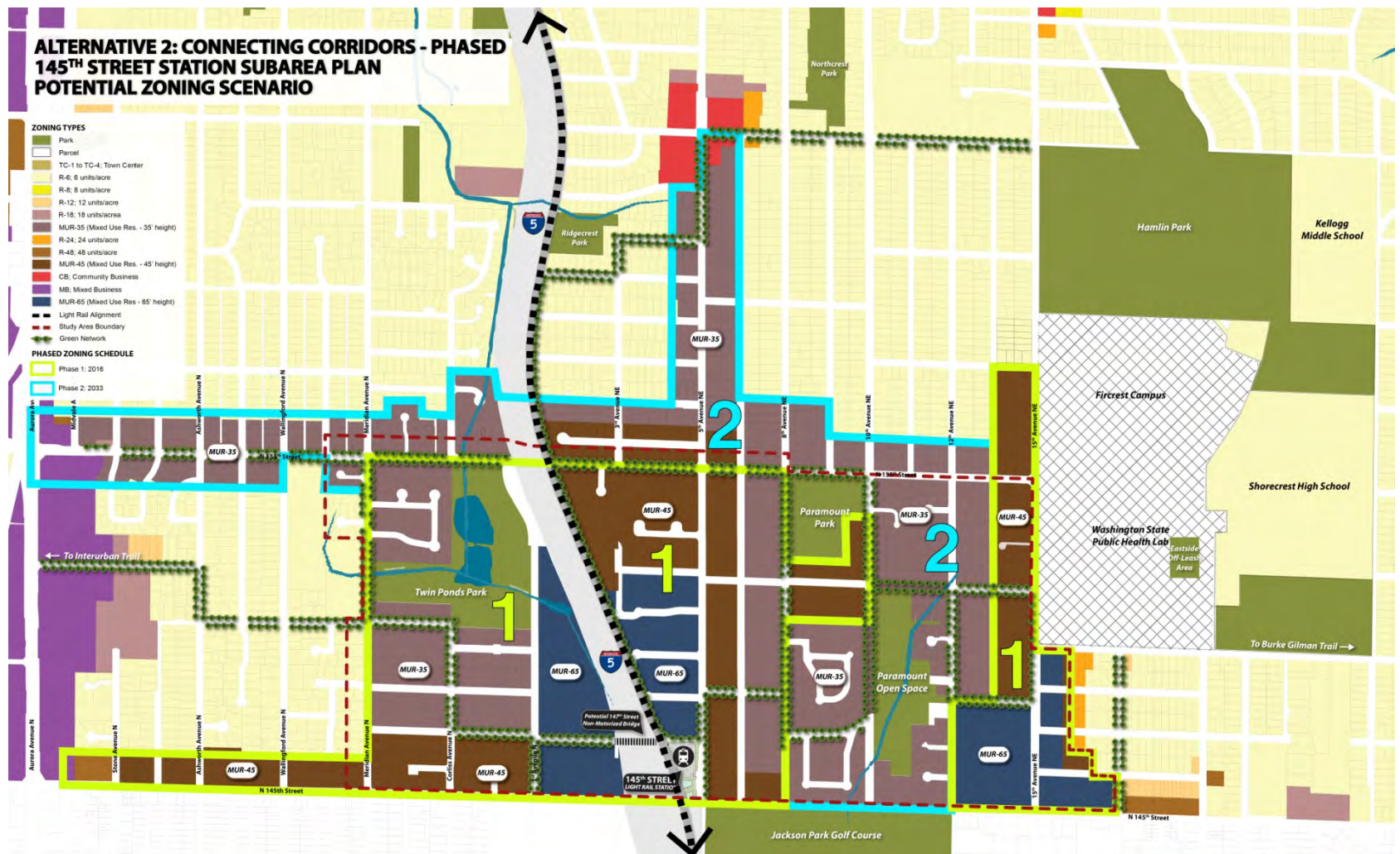


Figure 3.1-10 Alternative 2—Connecting Corridors with Potential Phase 1 and Phase 2 Boundaries

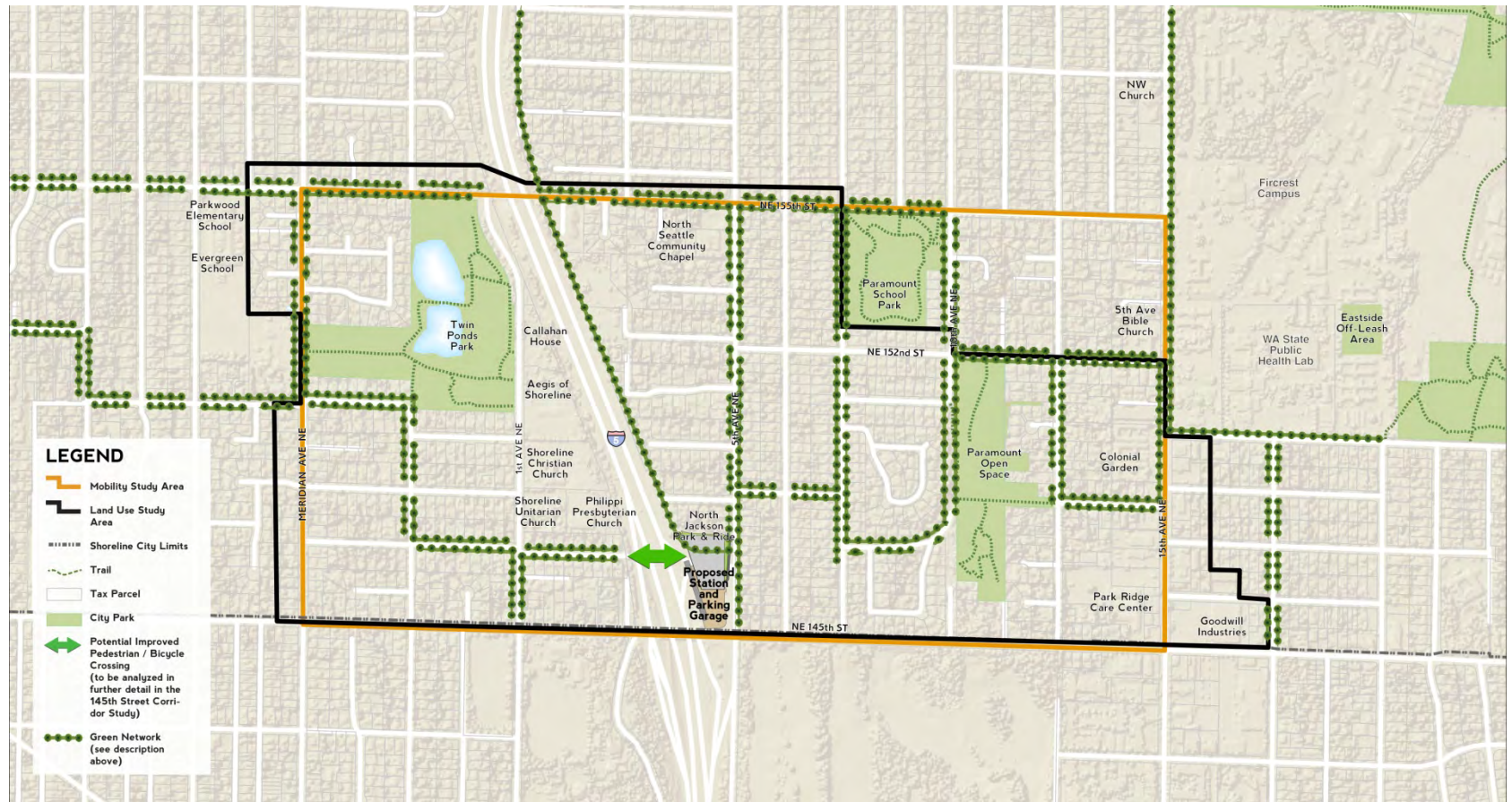
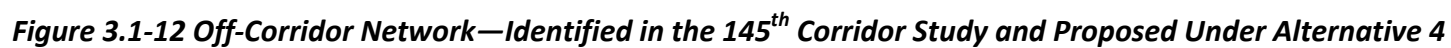
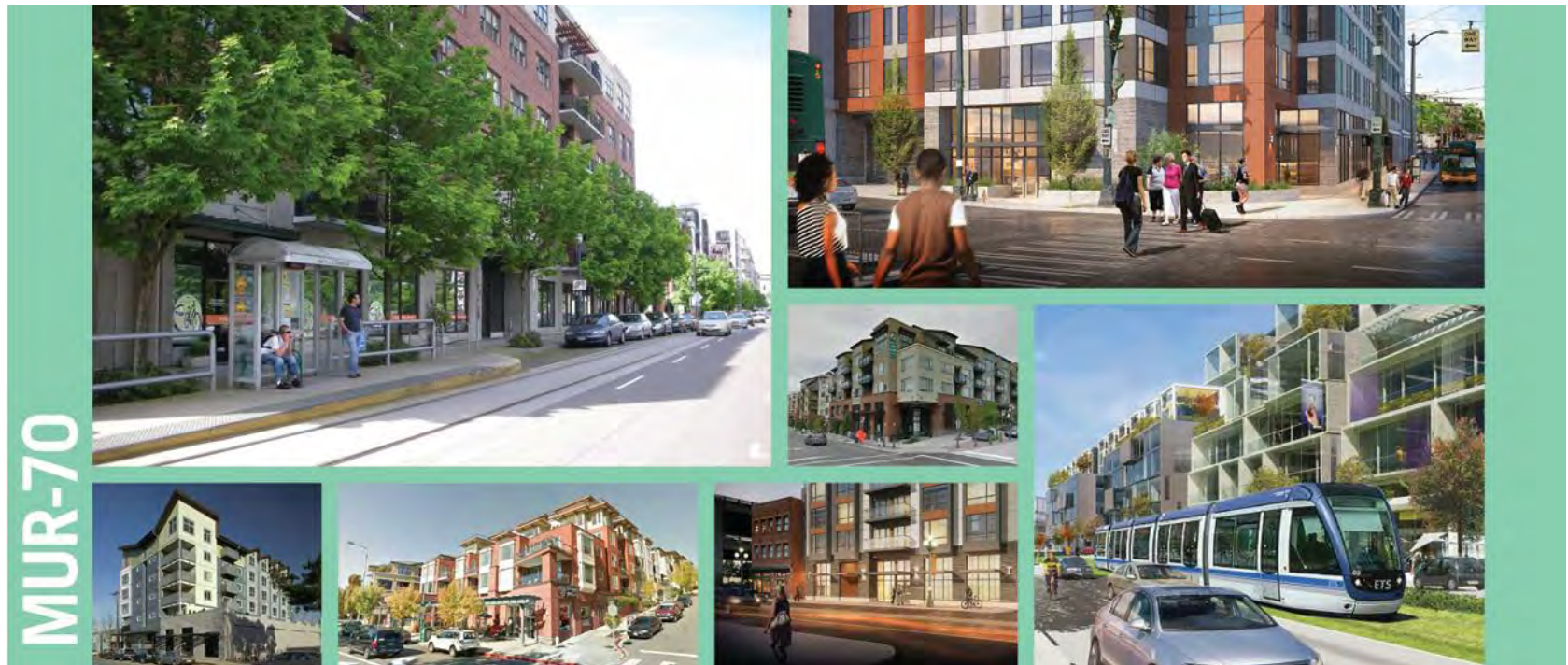


Figure 3.1-11 The Green Network Concept—Proposed Under Alternatives 2 and 3





Example Housing and Mixed Use Building Styles-MUR-85' Zoning Designation



Example Housing and Mixed Use Building Styles-MUR-70' Zoning Designation



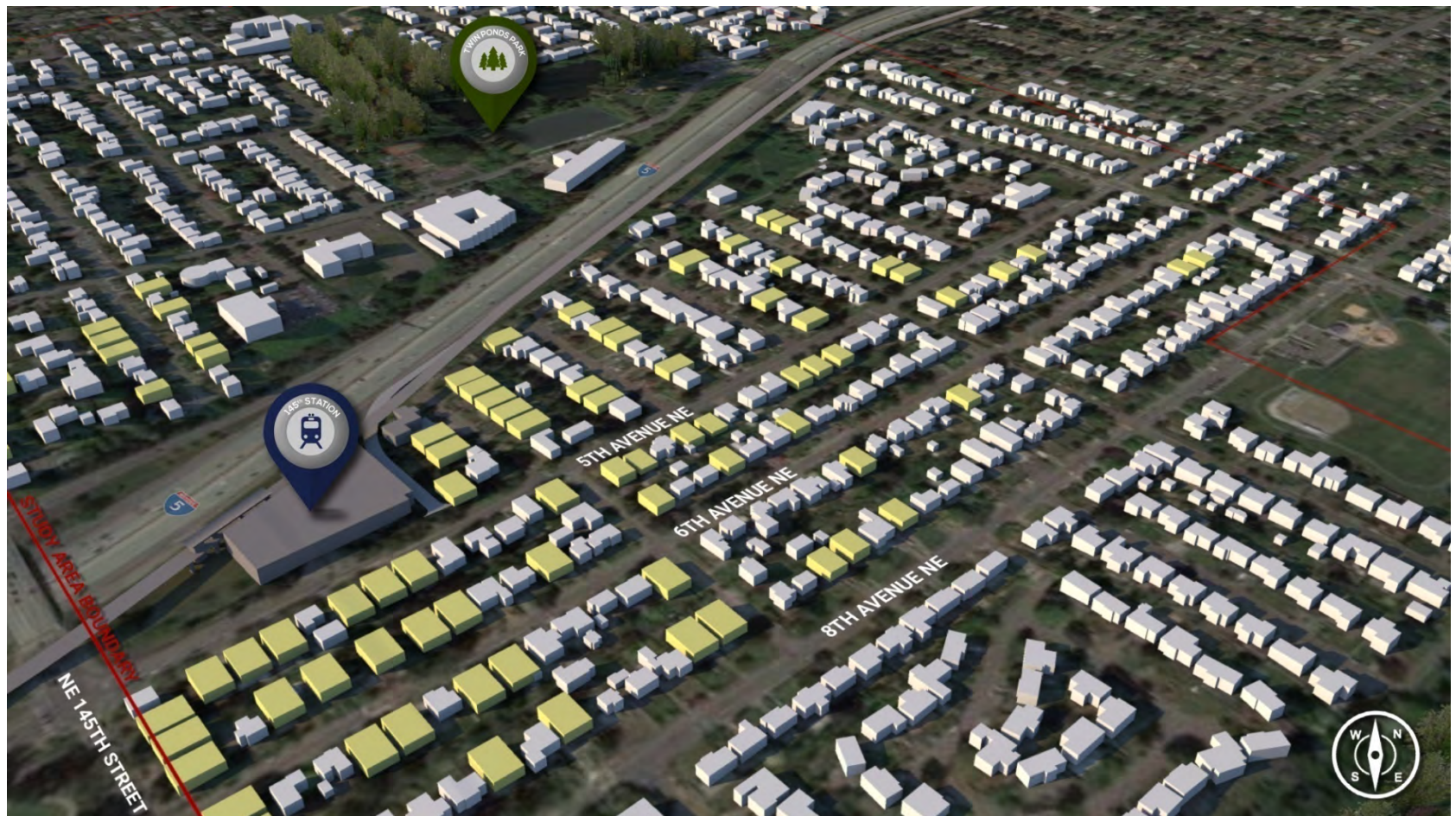
Example Housing and Mixed Use Building Styles-MUR-65' Zoning Designation



Example Housing and Mixed Use Building Styles-MUR-45' Zoning Designation



Example Housing and Mixed Use Building Styles-MUR-35' Zoning Designation



Sketch-Up Model View for Alternative 1—No Action, Looking Northwest toward the Planned Light Rail Station



Sketch-Up Model View for Alternative 1—No Action, Looking Northeast toward the Potential Light Rail Station





Sketch-Up Model View for Alternative 4—Compact Community Hybrid, Looking Northwest toward the Planned Light Rail Station



Sketch-Up Model View for Alternative 4—Compact Community Hybrid, Looking Northeast toward the Potential Light Rail Station



Sketch-Up Model View for Alternative 4—Compact Community Hybrid, Looking Southeast toward the Planned Light Rail Station



Sketch-Up Model View for Alternative 3—Compact Community, Looking Northwest toward the Planned Light Rail Station



Sketch-Up Model View for Alternative 3—Compact Community, Looking Northeast toward the Planned Light Rail Station



Sketch-Up Model View for Alternative 3—Compact Community, Looking Southeast toward the Planned Light Rail Station



Sketch-Up Model View for Alternative 2—Connecting Corridors, Looking Northwest toward the Planned Light Rail Station



Sketch-Up Model View for Alternative 2—Connecting Corridors, Looking Northeast toward the Planned Light Rail Station



Sketch-Up Model View for Alternative 2—Connecting Corridors, Looking Southeast toward the Planned Light Rail Station



Conceptual possibility for redevelopment and improvements in the vicinity of 5th Avenue NE and NE 149th Street, looking southwest (showing MUR-85', MUR-70', or MUR-65' at corner, under Alternative 3, 4, or 2, respectively)



Conceptual possibility for redevelopment and improvements along 5th Avenue NE (showing MUR-45' and MUR-35' applicable under either Alternative 4 or 2)



Conceptual illustration of the possibility of redevelopment in the background of the community gardens at Twin Ponds Park, looking southeast (with MUR-45' adjacent to park and MUR-85' near I-5, applicable under Alternative 3—Compact Community)



Conceptual illustration of possible redevelopment surrounding the Paramount School Park site with MUR-35' and MUR-45' in proximity to site, applicable under Alternative 2, 3, or 4



Conceptual illustration of possible MUR-35' residential development near Paramount Open Space and including stormwater planters along street as part of the Green Network concept

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3.2 Population, Housing, and Employment

This section describes the affected environment, analyzes potential impacts, and provides recommendations for mitigation measures for population, housing, and employment.

3.2.1 Affected Environment

Shoreline is known as a great place to live in the central Puget Sound region, based on its strong sense of community, good schools, and many parks and recreation opportunities provided throughout the city.

Existing Population and Trends

Shoreline's overall estimated population in 2015 was 55,439, based on information recently released by the US Census Bureau. Of the total population of Shoreline, an estimated 8,321 people live in the 145th Street Station Subarea (approximately 15.2 percent of the city's population).

For the purposes of environmental analysis, the station subarea population is based on subarea boundaries that extend to the outer boundaries of the Traffic Analysis Zones (TAZs) of the subarea. **Figure 3.2-1** shows these boundaries. See "Population Study Area for Purposes of the FEIS" later in this section.

Shoreline's population increased in the 1980s and 1990s, but remained fairly stable between 2000 and 2010. Although the total population of Shoreline did not increase substantially up to

2010, the city has grown an average of slightly under 1 percent per year since 2010 based on US Census Bureau estimations. In review of the demographic composition of the population for the city as a whole, two trends are occurring: greater race/ethnic diversity and aging of Shoreline's population.

The largest minority population is Asian-American, composed of several subgroups, which collectively made up 15 percent of the population as of the 2010 Census. The African-American population, comprising 2,652 people, had the largest percentage increase, at 45 percent between 2000 and 2010, followed by people of two or more races, at 15 percent. Hispanics may be of any race, and this demographic increased 41 percent to 3,493. Additionally, the number of foreign born residents in Shoreline increased from 17 percent of the population to an estimated 19 percent by 2010, as measured by the American Community Survey (ACS). By 2014 the ACS estimates these populations to be: Asian—7,880 (14.5 percent), Black/African American—3,171 (5.8 percent), two or more races—2,696 (5.0 percent), Hispanic/Latino—4,399 (8.1 percent).

The median age of Shoreline residents increased from 39 in 2000 to 42 in 2010 and dropped slightly to 41.5 by 2014. "Baby Boomers", those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percent of people 65 and older among King County cities, at 15.8 percent. Among older adults, the fastest growing segment is people 85 and older, up one-third from 2000.

Families (two or more people related by birth, marriage, or adoption) declined from 65 percent to 61 percent of all

households in Shoreline between 2000 and 2010. Non-family households increased from 35 percent to 39 percent of households. The number of people living in group quarters, such as assisted living facilities or adult family homes, increased by 9 percent between 2000 and 2010 based on the 2010 Census.

Population Growth Trends and Forecasts

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. Seattle's estimated population as of April 2016 was 686,800.

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 was 7,183,700 as of April 1, 2016, 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. Average annual growth rates of around 2 percent are often achieved, but are influenced by a variety of factors.

Based on recent 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.

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 any of 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 certain types of 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.

Given all of the above growth statistics, the estimated 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.

Population, housing, and employment may grow faster or slower than the 1.5 to 2.5 percent annual growth rate in any given year,

or for several consecutive years. With the potential adoption of one of the zoning alternatives as a planned action, the City of Shoreline would monitor growth levels to the thresholds defined in the Planned Action Ordinance.

Capacity Building for the Future and Focus of the Planned Action

Given challenges associated with smaller parcel sizes (and the correlating need to aggregate parcels), redevelopment to the capacity of rezoning under any of the action alternatives would take many decades. Implementation of any of the action alternatives would create capacity for redevelopment over the long term for current and future generations of residents in the subarea. Rezoning would allow flexibility for redevelopment to occur in a variety of locations in the subarea based on property owners' interests and development market influences.

Adoption of any of the rezoning alternatives analyzed as part of the 145th Street Station Subarea Plan would set the vision for what could occur over the long term. The plan also would define capital improvement needs and project priorities to support potential redevelopment over the next twenty years, which is the established planning horizon. The plan would address anticipated phasing and locations of redevelopment and make specific recommendations for public investment in the subarea to support this first stage of growth.

Assigned Growth Targets for Shoreline

The King County Countywide Planning Policies (CPPs), adopted to implement the Growth Management Act (GMA), establish housing unit growth targets for each jurisdiction within the

county. Each target is the amount of growth to be accommodated during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional housing units; projected to 5,800 housing units by 2035 (200 housing units per year).

Applying Shoreline's current average household size of 2.4 people per residence, 5,800 new housing units equates to 13,920 new residents by 2035.

The Puget Sound Regional Council (PSRC) buildable lands update shows that Shoreline has the capacity to gain more than 7,200 new jobs by 2035, improving its jobs-to-housing ratio to 0.91. (Note: jobs-to-housing ratio and balance are discussed and defined later in this section.)

The City is required to plan for its assigned GMA growth target and demonstrate that its Comprehensive Plan is able to accommodate the growth targets for housing units and employment. Sufficient land (zoning capacity) and strategies must be in place to show that there will be available housing and services for the projected population. The City of Shoreline has met these requirements through its Comprehensive Plan, which shows that growth targets can be met through housing and employment capacity, particularly along Aurora Avenue N.

Although the City has capacity to meet these growth targets with or without upzoning the station subarea, intensifying densities in proximity to the light rail station is considered "smart growth", consistent with regional goals and policies, as well as those adopted by the City. Smart growth means building urban, suburban, and rural communities with housing and

transportation choices near jobs, shops, and schools. This approach supports local economies and protects the environment.

With more people living and working near high-capacity transit, Shoreline can better achieve the objectives of the Climate Action Plan and better meet the policies and provisions of its Comprehensive Plan, specifically the Transportation Element. Adopted policies related to expanding housing and transportation choices and enhancing quality of life through better connectivity in the station subarea also can be realized.

Upzoning to create capacity for more residents and employees in proximity to high-capacity transit also could help to catalyze redevelopment and encourage higher rates of growth in the subarea than are currently being experienced citywide and regionally.

A review of growth rates over the last ten years shows that the City has only recently been barely keeping pace with the growth target of 200 housing units per year within the last couple of years and is not yet meeting the jobs/employment growth target range.

Transit-supportive densities of housing and mixed use development are being proposed in the subarea under any of the three action alternatives studied in this FEIS. Even without changes in zoning, there would be growing pressure in the single family neighborhoods of the subarea and surrounding neighborhoods for additional housing units as more people seek to live near the station. As such, even without the adoption of higher densities, it would be expected that homeowners would

renovate or redevelop their properties to maximize density over time, as discussed in Section 3.1.

With adoption of upzoning under any of the three action alternatives, density would be added to the subarea through various types of multifamily and transit-oriented development (mixed use buildings, condominiums, apartments, townhomes, etc.) allowed under the proposed MUR-85', MUR-70', MUR-65', and/or MUR-45' zoning categories. Attached single-family homes, cottage housing, accessory dwelling units, duplexes, triplexes, and other multiplexes would be expected to develop as a result of the proposed MUR-35' zoning, and these types of housing units would provide a transition between the more intensive density in the station vicinity and the traditional detached single family neighborhoods in outer areas.

Refer to Section 3.1 for a more detailed explanation of expected urban form and neighborhood character.

Redevelopment Potential and Timing

The potential for growth and timing of redevelopment would be influenced by various factors in the subarea, including development market influences and individual property owner decisions on the use of their properties. Implementation of upzoning under Alternative 2—Connecting Corridors, Alternative 3—Compact Community, or Alternative 4—Compact Community Hybrid would maximize opportunities for future redevelopment. While implementation of any of the three action alternatives would result in redevelopment and population increases, as well as economic development opportunities at full build-out, Alternative 3 would accommodate more housing units and population than Alternatives 2 or 4. Alternative 2 would provide

more job opportunities than Alternative 3 or 4. Alternative 4 would provide more job opportunities than Alternative 3, but less housing units than either Alternative 2 or 3.

Redevelopment potential is also influenced by parcel size. Most properties in the subarea are smaller sized single family lots that would need to be aggregated into larger parcels to create a site size suitable for redevelopment to the proposed zoning. There are parcels of larger size west of I-5 and north of 145th Street NE owned by religious organizations that would be suitable for additional growth in the near term, if property owners are interested in redeveloping and incorporating additional uses and development onto their site, or are willing to sell to an interested developer.

Because most properties within the subarea are smaller sized single family residential lots and would need to be aggregated, throughout the FEIS analysis it is stated that growth in the subarea would be anticipated to occur very gradually over many years. As an example, even if the higher average annual growth rate of 2.5 percent were to occur, it is estimated that it would take approximately 55 years to reach full build-out of Alternative 4—Compact Community Hybrid, 63 years to reach full build-out of Alternative 3—Compact Community, and 60 years to reach full build-out of Alternative 2—Connecting Corridors. At a 1.5 percent average annual growth rate, it would take 87 years to reach full build-out of Alternative 4, 98 years to reach full build-out of Alternative 2, and 94 years to reach full build-out of Alternative 2.

Population Study Area for Purposes of the FEIS

While subarea planning has been focused on the study areas shown in Figures 1-1 and 1-2 in Chapter 1, for purposes of population and employment projection calculations, the limits of Traffic Analysis Zones (TAZ) boundaries are assumed as the study area. In some cases, these boundaries extend beyond the land use and mobility study area boundaries designated for the subarea, and overall the area covers a broader geography. TAZs (depicted in **Figure 3.2-1**) are the common methodology for analyzing demographics regionally in planning.

The population figures throughout this FEIS (existing and forecasted) relate to the areas shown in this TAZ map. The estimated existing population within the 145th Street Station Subarea, including the TAZs associated with the subarea is 8,321. Population within these TAZs has been a key factor in calculating potential impacts and demand for transportation, public services, utilities in this FEIS.

Recent plans for the Point Wells area have been presented by Snohomish County, which is going through a separate environmental impact analysis process to assess redevelopment opportunities. While potential population growth for Point Wells would occur well outside the 145th Street Station Subarea, projected traffic in the subarea as a result of Point Wells development is assumed in this FEIS, as described and analyzed in Section 3.3 Multimodal Transportation.

Existing and Planned Housing Characteristics

Planning for expected growth requires an understanding of current housing and housing unit characteristics, as well as economic and market trends and demographics. A summary of the market assessment and economic trends was provided in Section 3.1. Below is a summary of current housing characteristics in Shoreline including conditions related to affordability. Much of the information presented is based on the supporting analysis in the 2012 Comprehensive Plan for the City of Shoreline.

Comprehensive Housing Strategy

The City developed a demand analysis and housing inventory to support the Housing Element of the 2012 Comprehensive Plan, which complements past planning efforts, including the City's Comprehensive Housing Strategy, adopted by Council in February 2008.

The Comprehensive Housing Strategy was the culmination of work by a Citizen Advisory Committee formed in 2006 to address the City's housing needs. The strategy contains recommendations for expanding housing choice and affordability while defining and retaining important elements of neighborhood character, educating residents about the importance and community benefit of increasing local choice and affordability, and developing standards to integrate a variety of new or different housing styles within neighborhoods.

Shoreline and Subarea Housing Inventory

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Almost 60 percent of the current housing stock was built before

1970, with 1965 being the median year of home construction. Only 7 percent of homes (both single and multifamily) were constructed after 1999. Much of the housing stock is approaching 70 years of age and most is over 50 years old. More and more homeowners are either making substantial renovations to their homes or demolishing existing homes and replacing with new ones. This trend likely would continue absent upzoning in the subarea.

Over the last decade, additional housing was created through infill construction of new single-family homes and townhouses, with limited new apartments in mixed-use areas adjacent to existing neighborhoods. Many existing homes were remodeled to meet the needs of their owners, contributing to the generally good condition of Shoreline's housing stock.

The characteristics of the 145th Street Station Subarea are consistent with these described for Shoreline overall, although the subarea has seen less infill construction and redevelopment activity than other areas of the city.

Quantity of Housing Units, Types, and Sizes

Single-family homes are the predominant type of existing housing in Shoreline and encompass a wide range of options, which span from older homes built prior to WWII to new homes that are certified through the Leadership in Energy and Environmental Design (LEED) program. Styles range from expansive homes on large view lots to modest homes on lots less than one quarter acre in size. In the station subarea, the predominant single family lot size is 8,000 to 10,000 square feet (with some lots around 6,000 square feet). Although much of the existing zoning in the

subarea is Residential, six units per acre (R-6), the current built density of the subarea is approximately 3.2 units per acre.

According to the 2014 American Community Survey, there were 22,271 housing units within the City of Shoreline, an increase of 1,555 since 2000. About 65 percent of these housing units are detached single-family homes. Compared to King County as a whole, Shoreline has a higher percentage of its housing stock in single-family homes. **See Table 3.2-1.** In the 145th Street Station Subarea, including the TAZs associated with the subarea, it is estimated that there are currently 3,467 housing units (primarily single-family detached) based on data in the 2010 Census.

While the number of housing units increase in Shoreline each year, population levels show a potential trend toward a decrease in the number of people per household. This is consistent with national trends. However, overall in King County, household size has remained stable since 1990 (see **Table 3.2-2**). Shoreline's existing average household size is 2.4 people per dwelling unit. In Shoreline, the average number of bedrooms per unit is 2.8. Only 16 percent of housing units have less than 2 bedrooms. This compares with 21 percent of housing units with less than 2 bedrooms in King County. With larger housing units and a stable population, overcrowding has not been a problem in Shoreline.

The US Census reported only 1.6 percent of housing units with an average of more than one occupant per room, and no units that averaged more than 1.5 occupants per room (American Community Survey 2008-2010).

Table 3.2-1 Number of Dwelling Units and Percentage of Housing Types in Shoreline and King County

	Type of Housing	King County		Shoreline	
		Units	Percent	Units	Percent
2010	Total	851,261		22,787	
	1 Unit	494,228	58.06%	16,290	71.49%
	2+ Units	338,645	39.78%	6,422	28.18%
	MH/TR/Spec	18,388	2.16%	75	0.33%
2015	Total	893,275		23,330	
	1 Unit	506,079	56.65%	16,358	70.12%
	2+ Units	369,051	41.31%	6,898	29.56%
	MH/TR/Spec	18,145	2.04%	74	0.32%

Source: American Community Survey 2008-2012

Table 3.2-2 Average Household Size

	1980	1990	2000	2010
Shoreline	2.7	2.5	2.5	2.4
King County	2.5	2.4	2.4	2.4

Source: 1980 Census, 1990 Census, 2000 Census, 2010 Census

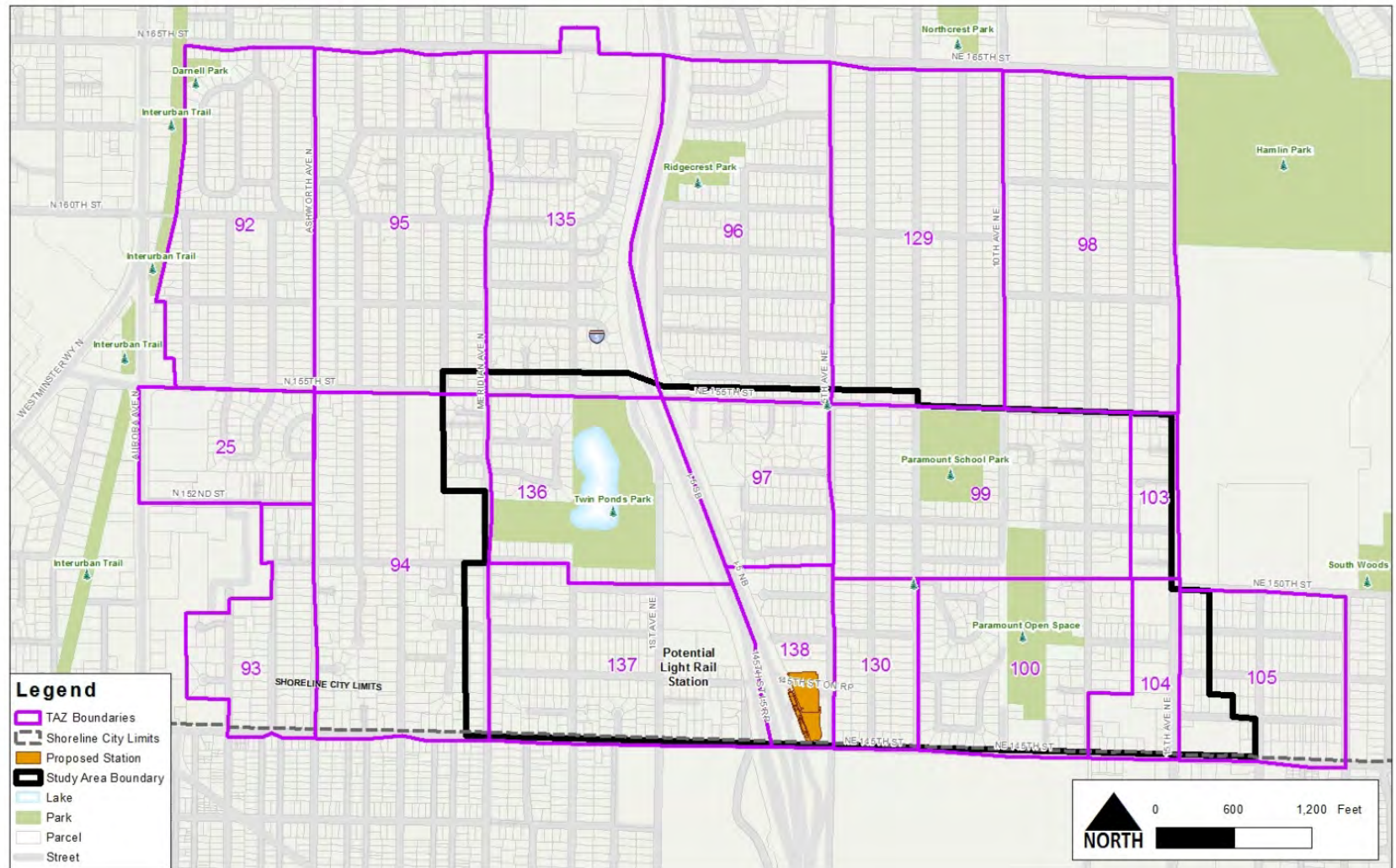


Figure 3.2-1 Traffic Analysis Zones (TAZs) in Proximity to 145th Street Station Subarea, Referenced for Population Calculations

Definition and Measure of Housing Affordability

The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. When discussing levels of affordability, households are characterized by their income as a percent of the Area Median Income (AMI). Shoreline uses the King County AMI. The box below left highlights information pertaining to affordable housing metrics in Shoreline. **Figure 3.2-2** shows wage/income levels for various professions.

Special Needs Housing and Homelessness

Group Quarters

Group quarters, such as assisted living facilities, correctional institutions, or living quarters for people who are disabled,

Affordable Housing Metrics for Shoreline

To understand affordability metrics, percentages of Area Median Income (AMI) are calculated. For example, The 2011 AMI for Shoreline was \$66,476. Therefore, a household with that income would be making 100 percent of median; a household that made 50 percent of that amount (\$33,238) would be classified at 50 percent AMI; a family making 30 percent of that amount (\$19,943) would be classified at 30 percent AMI.

Families that pay more than 30 percent of their income for housing are considered “cost-burdened” and may have difficulty affording necessities such as food, clothing, transportation, and medical care.

homeless, or in recovery from addictions are not included in the count of housing units reported above. According to the 2010 Census, about 2.6 percent of Shoreline’s population, or 1,415 people, live in group quarters. This is a slightly higher percentage than the 1.9 percent of King County residents living in group quarters. Fircrest, adjacent to the eastern boundary of the subarea, is one of five state residential habilitation centers for people with developmental disabilities and it provides medical care and supportive services for residents and their families. In 2011, Fircrest had about 200 residents. This reflects a decline from more than 1,000 residents 20 years ago, as many residents moved into smaller types of supported housing, such as adult family or group homes.

Financially Assisted Housing

As shown in **Table 3.2-3** financially assisted households for low- and moderate-income individuals and families exist in the City of Shoreline.

Table 3.2-3 Assisted Household Inventory

Provider	Units
King County Housing Authority	669
HUD Subsidized Units	80
Tax Credit Properties**	272
Total	1,021

Source: City of Shoreline Office of Human Services, 2012

** The Low Income Housing Tax Credit program was created by Congress through the passage of the Emergency Low Income Housing Preservation Act, 1987. When the tax credits expire, these properties may be Converted to market rate housing.

In addition to this permanent housing, King County Housing Authority provided 566 vouchers to Shoreline residents through the Section 8 federal housing program, which provides housing assistance to low income renters (City of Shoreline Office of Human Services, 2012).

Homelessness

According to the Shoreline School District, 376 students experienced homelessness during the 2014-2015 school year. According to the 2016 King County One Night Count of homeless individuals, 138 people were found living on the streets in the north of King County, including Shoreline.

Emergency and Transitional Housing Inventory

Five emergency and transitional housing facilities provide temporary shelter for people in the City of Shoreline. These facilities focus on providing emergency and transitional housing for single men, families, female-headed households, veterans, and victims of domestic violence. The current maximum capacity of these facilities is 49 people. These facilities are listed in **Table 3.2-4**.

Housing Tenure and Vacancy

Historically, Shoreline has been a community dominated by single-family, owner-occupied housing. More recently, homeownership rates have been declining. Up to 1980, nearly 80 percent of the housing units located within the original incorporation boundaries were owner-occupied.

In the 1980s and 1990s a shift began in the ownership rate. The actual number of owner-occupied units remained relatively constant, while the number of renter-occupied units increased to

32 percent of the city's occupied housing units in 2000, and nearly 35 percent in 2010. This shift was mainly due to an increase in the number of multifamily rental units in the community. Refer to **Table 3.2-5**.

A substantial increase in vacancies from 2000 to 2010 may partially be explained by apartment complexes, such as Echo Lake, that had been built but not yet occupied during the census count, or by household upheaval caused by the mortgage crisis. More recent data indicates that vacancies are declining (see discussion later in this section).

Housing Demand and Affordability

Housing demand is largely driven by economic conditions and demographics. Economic and market conditions have been assessed for the station subarea, and these are summarized in Section 3.1. Demographic characteristics influence market demand with regard to number of housing units; household size, make-up, and tenure (owner vs. renter); and preference for styles and amenities. For instance, young singles and older people may prefer smaller units with goods, services, and transit within walking distance as opposed to a home on a large lot that would require additional maintenance and car ownership. It is important for Shoreline to have a variety of housing styles to accommodate the needs of a diverse population, because it is the right thing to do and also because it is required by the Growth Management Act.

Table 3.2-4 Emergency and Transitional Housing Inventory

Location	No. of Occupants	Focus
Caesar Chavez	6	Single Men
Wellspring Project Permanency	14	Families
Home Step Church Council of Greater Seattle	4	Female Head-of-Household
Shoreline Veterans Center	25	Veterans
Confidential Domestic Violence Shelter	6	Victims of Domestic Violence

Source: City of Shoreline Office of Human Services, 2012

In 2014, about 61 percent of households were family households (defined as two or more related people), down from 65 percent in 2000. Approximately 30 percent were individuals living alone, an increase from 26 percent in 2000. The remaining 9 percent were in nonfamily households where unrelated individuals share living quarters. Households with children decreased from 33 percent of households in 2000 to 27.4 percent of households in 2014. Single-parent families also decreased from 7.4 percent to 6.9 percent of households, reversing the previous trend of increasing single-parent families. Shoreline now has a lower percentage of households with children than King County as a

Table 3.2-5 Housing Inventory and Tenure

	2000	2010	Change 2000 to 2010
Total Housing Units	21,338	22,787	+1,449
Occupied Housing Units	20,716	21,561	+845
Owner-Occupied Units	14,097 68% of Occupied	14,072 65.3% of Occupied	-25 0.2% Decrease
Renter-Occupied Units	6,619 32% of Occupied	7,489 34.7% of Occupied	+870 13.1% Increase
Vacant Units	622 2.9% of Total	1,226 5.4% of Total	+612 99.7% Increase

Source: 2000 Census; 2010 Census

whole, where households with children account for about 29 percent of all households, down from 30 percent in 2000. **Table 3.2-6** summarizes the changing characteristics of households.

A Changing Community

As previously mentioned, Shoreline's population is becoming more ethnically and racially diverse. In 2000, 75 percent of the population was white (not Hispanic or Latino). By 2010, this percentage dropped to 68 percent but rose slightly to 69.9 percent in 2014. Shoreline's changing demographic characteristics may impact future housing demand. Newer

residents may have different cultural expectations, such as extended families living together in shared housing. The increase in the number of singles and older adults in the community suggests that there is a need for homes with a variety of price points designed for smaller households, including accessory dwelling units or manufactured housing.

Table 3.2-6 Changing Household Characteristics in Shoreline

	2000	2010	Change 2000 to 2010
Total Households	20,716	21,561	+845
Households with Children	6,775 32.7% of Total	6,015 27.9% of Total	-760 11.2% Decrease
Single-Person Households	5,459 26.5% of Total	6,410 29.7% of Total	+951 17.4% Increase
Households with an Individual over 65	4,937 23.8% of Total	5,509 25.6% of Total	+572 11.6% Increase

Source: 2000 Census; 2010 Census

Demographic changes may also increase demand for multifamily housing. Such housing could be provided in single-use buildings (townhouses, apartments, and condominiums), or in mixed-use buildings. The need for housing in neighborhood centers, including for low and moderate income households is expected to increase. Mixed use developments in central areas close to public transit would allow for easier access to neighborhood amenities and services, and could make residents less dependent on autos.

The Need for Affordable Housing

The GMA requires county-wide planning policies (CPPs) to address the need for affordable housing, including housing for all economic segments, and parameters for its distribution. The King County CPPs establish low and moderate income household targets for each jurisdiction within the county to provide a regional approach to housing issues, and to ensure that affordable housing opportunities are provided for lower and moderate income groups. These affordable housing targets are established based on a percent of the City's growth target.

The CPPs more specifically state an affordability target for moderate income households (earning between 50 percent and 80 percent AMI) and low-income households (earning below 50 percent AMI). The moderate-income target is 16 percent of the total growth target, or 800 units. The low income target is 22.5 percent of the growth target, or 1,125 units. Of the current housing stock in Shoreline, 37 percent is affordable to moderate-income households and 14 percent is affordable to low income households (King County Comprehensive Plan, Technical Appendix B).

Assessing affordable housing needs requires an understanding of the economic conditions of Shoreline households and the current stock of affordable housing. Estimated percentage of households at each income level is presented in **Table 3.2-7**.

Affordability Gap

The "affordability gap" is the difference between the percentage of city residents at a particular income level and the percentage of the city's housing stock that is affordable to households at that income level. A larger gap indicates a greater housing need. **Table**

3.2-8 depicts the affordability gap. Since 2010, housing prices have been growing more rapidly than wage growth, further widening Shoreline's affordability gap.

Where affordability gaps exist, households must take on a cost burden in order to pay for housing. Cost-burdened households paying more than 30 percent of household income for housing costs comprise 39 percent of homeowners and 48 percent of renters in Shoreline. Very low income cost-burdened households are at greatest risk of homelessness and may be unable to afford other basic necessities, such as food and clothing. The substantial affordability gap at this income level suggests that the housing needs of many of Shoreline's most vulnerable citizens are not being met by the current housing stock. Closing this gap requires the use of innovative strategies to provide additional new affordable units and the preservation/ rehabilitation of existing affordable housing. In order to assess the relative status of housing affordability in the city, comparison cities in King County were selected based on number of households and housing tenure. Two cities (Sammamish and Mercer Island) with few renters were selected for comparison, along with two cities (Kirkland and Renton) with a higher proportion of renting households. To compare Shoreline to these cities and to King County, the number of households in each income group countywide was compared to the number of households affordable at each income level. **Table 3.2-9** shows the comparison of affordability gaps in these communities to Shoreline's.

Figure 3.2-3 shows Affordable Housing Units by Income Group in a map that shows multiple factors related to housing affordability

in various Shoreline neighborhoods, and this complexity warrants a description that is not included with other maps. The map shows average household income levels of various neighborhoods by census tract. For each neighborhood, there is also a list that begins with the name of the neighborhood, and displays the number of houses with assessed values that are considered affordable to various income groups. To be affordable, mortgage and expenses, such as property tax, should not exceed 30 percent of the annual household income. The price range for housing affordable for each income group is listed in the legend.

To provide an example, in the Meridian Park Neighborhood, one of the neighborhoods of the station subarea, the average household income in 2010 was \$82,148. Within that neighborhood, there were 3 homes appraised below \$99,720, which is the price a very low income household can afford without exceeding 30 percent of their income. There are 735 homes appraised between \$99,720 and \$265,999, which is the price a low income household can afford without exceeding 30 percent of their income.

Rising Home Values

As in much of the rest of the country, home prices in Shoreline fell during the Great Recession years, but started to rise again in late 2012. Prices have continued to increase and have even recently surpassed their pre-recession high of \$375,300 in June of 2007. The April 2016 median sale price for Shoreline was \$447,700, an increase from the 2007 high of 19 percent (See **Figures 3.2-4 and 3.2-5**). The rapid increase in home values puts

increasing pressure on households in Shoreline, and widens the affordability gap for prospective buyers.

Table 3.2-7 Households by Income Level in Shoreline and King County

	Shoreline	King County
Very Low Income <30% AMI	3,154 (15%)	53,784 (13%)
Low Income 30% to 50% AMI	2,580 (12%)	52,112 (11%)
Moderate Income 50% to 80% AMI	3,665 (17%)	76,279 (16%)
80% to 120% AMI	4,443 (21%)	97,116 (19%)
>120% AMI	7,520 (35%)	216,821 (41%)

Source: 2008-2010 American Community Survey; King County Comprehensive Plan

A Segmented Market

There has historically been a large discrepancy in the value of homes in the city's various neighborhoods. Table 3.2-10 presents 2010 data extracted from home sales records used by the King County Assessor to assess the value of homes in various sub-markets within the city (the Assessor excludes sales that are not indicative of fair market value). Since home prices have risen dramatically in recent years, the market may be less segmented than in the past, but increasingly expensive or out of reach for many Shoreline households.

Table 3.2-8 Affordability Gap

	Percent of Units Affordable to Income Group in Shoreline	Affordability Gap
Very Low Income <30% AMI	825 (3.9%)	11%
Low Income 30% to 50% AMI	2,116 (10%)	2%
Moderate Income 50% to 80% AMI	4,886 (23%)	N/A
80% to 120% AMI	6,367 (30%)	N/A

Source: King County Comprehensive Plan

* Vacant units are not included in the analysis, since the affordability of vacant units is unknown.

Rising Rents and Tightening Vacancy

Rents for all types of properties in Shoreline have surpassed highs reached in 2009, and apartment vacancy is currently hovering around 2 percent. According to the most recent data available, the average rent increased from \$859 in September 2007 to \$1,240 in March 2016. Year-over-year trends in the Shoreline area rental market (which includes the cities of Shoreline and Lake Forest Park) are included in **Table 3.2-11** for 2008-2015. The increasing price of rental options and the limited apartment vacancy may be hindering the city's attractiveness to new families, and the ability to provide affordable housing options for younger or fixed-income citizens and smaller households.

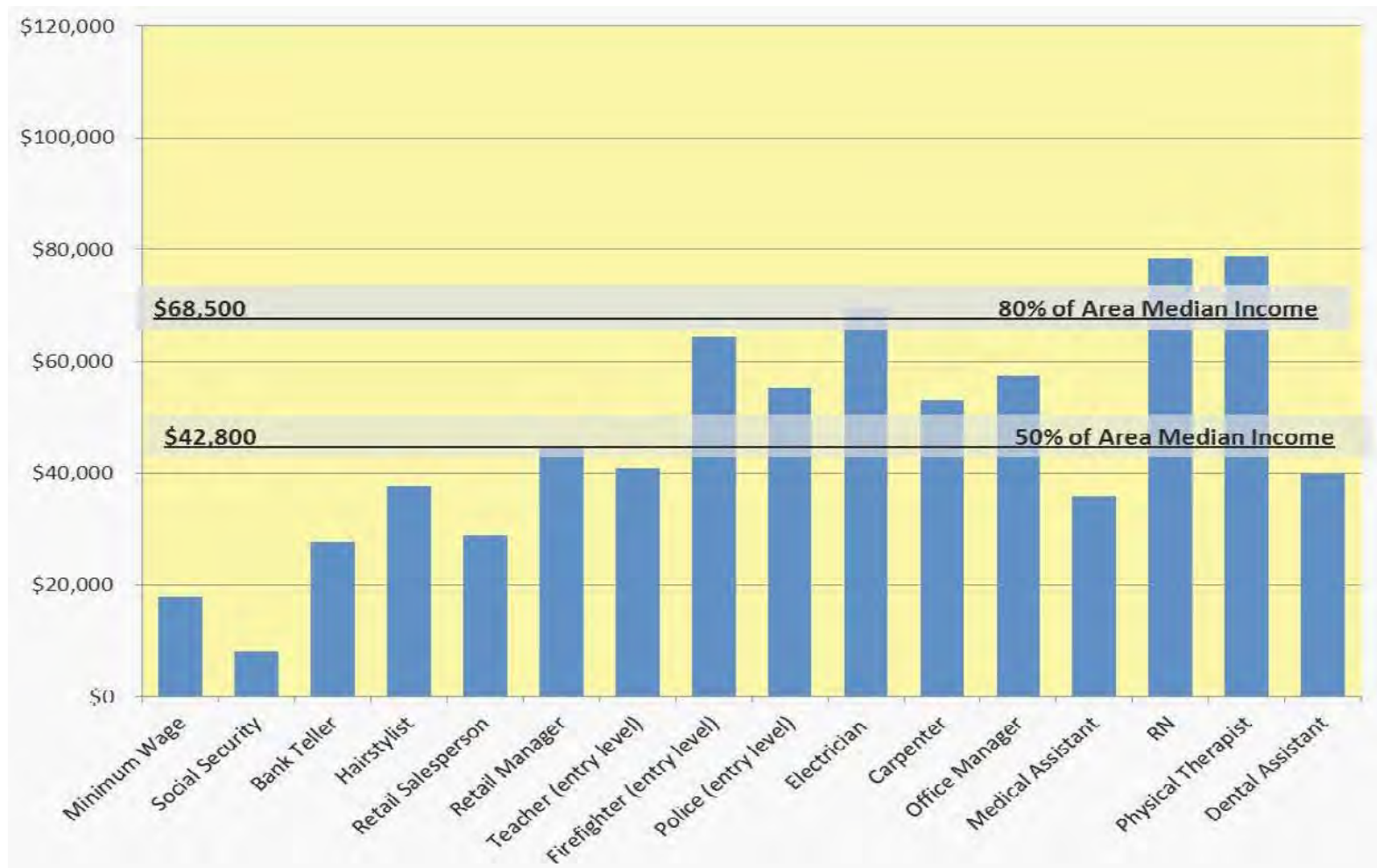
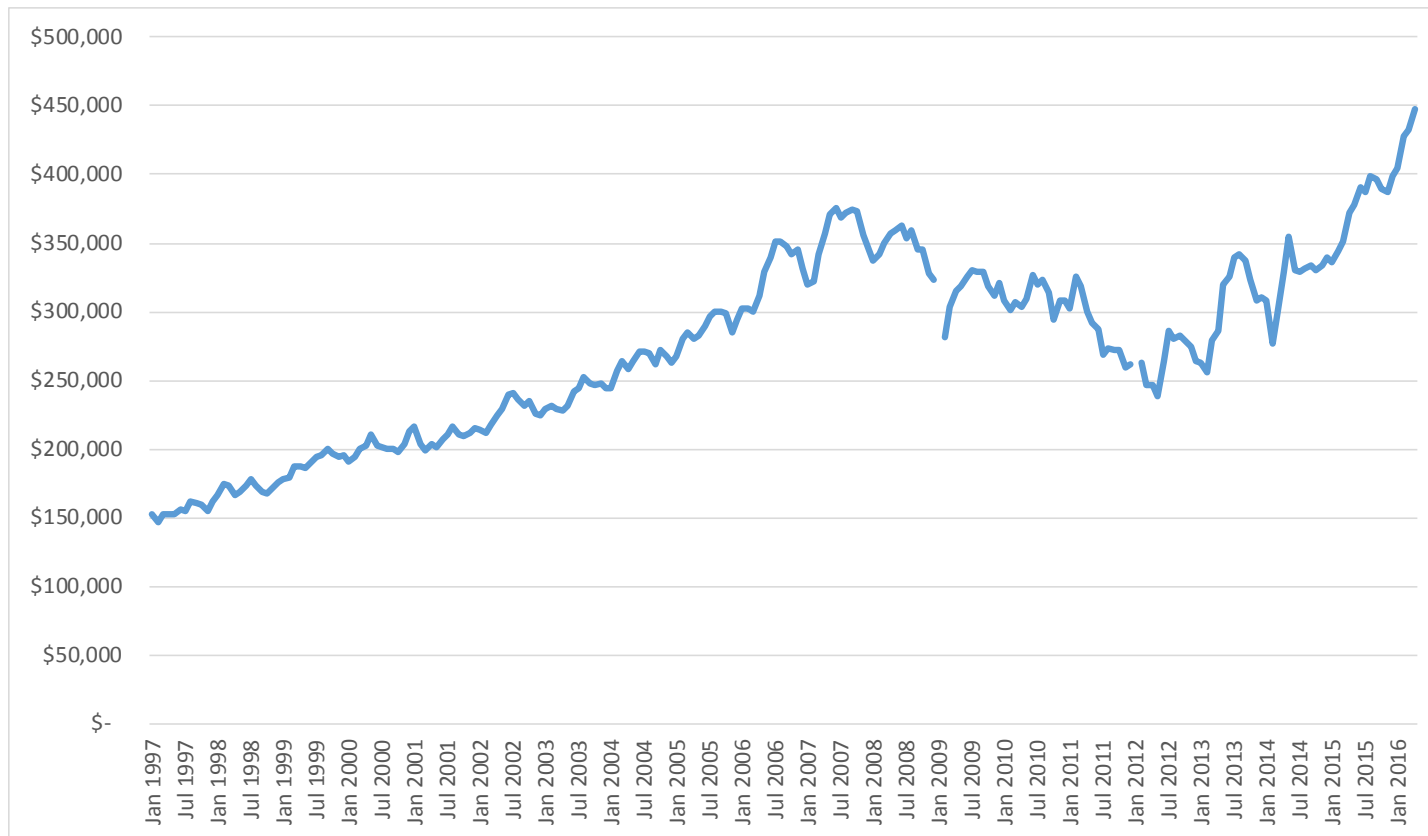
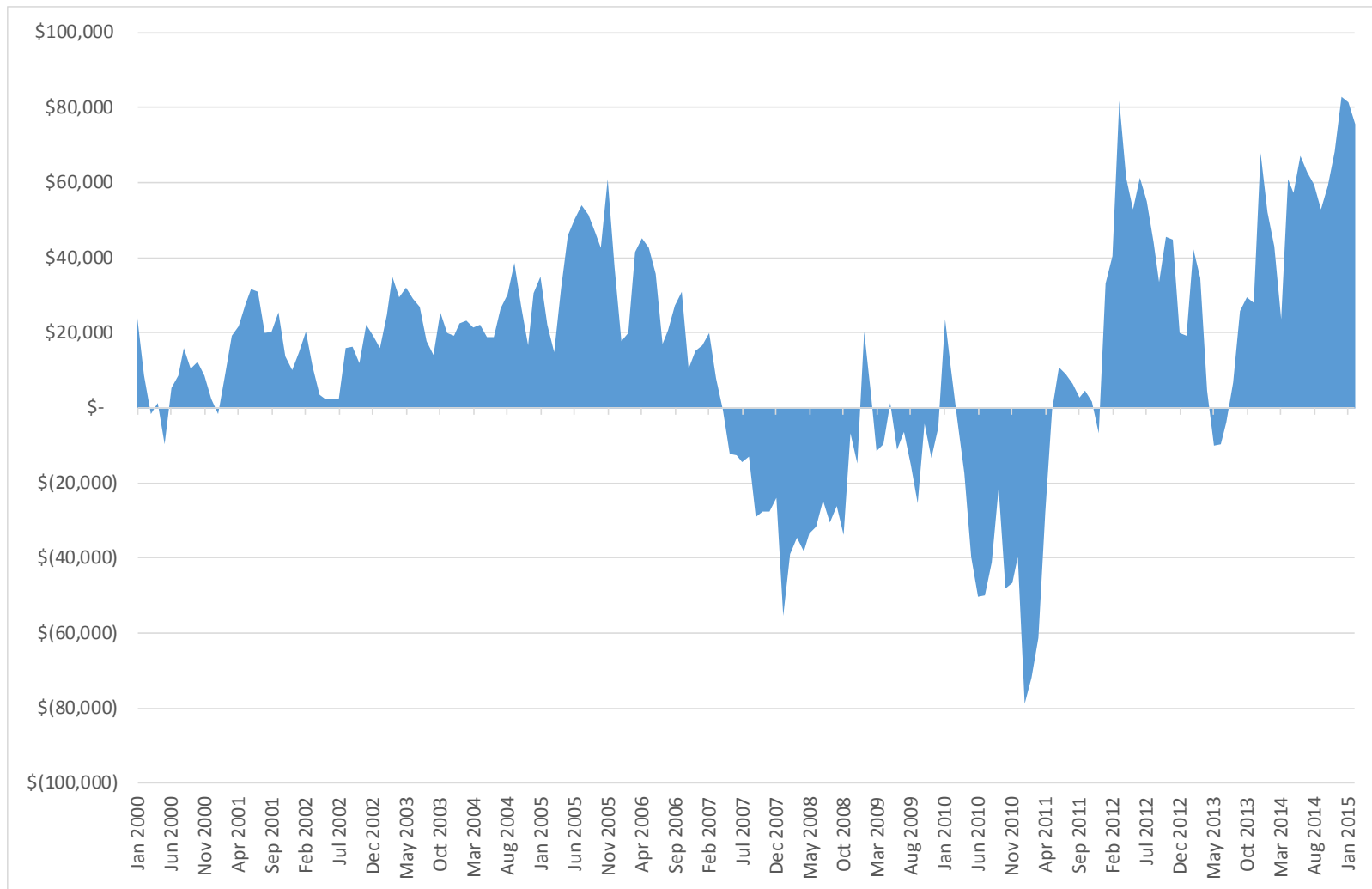


Figure 3.2-2 Income Levels of Various Professions in King County (2011)



Source: Zillow Data Research

Figure 3.2-4 Median Sales Price of Homes in Shoreline (1997-2016)



Source: Zillow Data Research

Figure 3.2-5 Year-Over-Year Change in Median Sales Price (January 2000 to January 2015)

Table 3.2-9 Comparison of Affordability Gap

	Very Low Income Affordability Gap	Low Income Affordability Gap	Moderate Income Affordability Gap	80% to 120% AMI Affordability Gap
Sammamish	12.1%	9.6%	10.1%	2.1%
Mercer Island	10.1%	8.9%	6.0%	6.7%
Shoreline	8.6%	1.2%	N/A	N/A
Kirkland	9.9%	4.9%	N/A	N/A
Renton	8.8%	N/A	N/A	N/A
King County	8.4%	N/A	N/A	N/A

Source: King County Comprehensive Plan * Discrepancy between tables results from use of Countywide household data for comparison with other cities and King County.

Table 3.2-10 Single Family Housing Prices

Neighborhood Area	Median Sale Price, 2010	Affordable Income Level*	Average Change in Assessed Value, 2010-2011
West Shoreline	\$500,000	>120% of AMI	-2.1%
West Central Shoreline	\$341,500	115% of AMI	-6.0%
East Central Shoreline	\$305,000	100% of AMI	-6.9%
East Shoreline	\$290,000	100% of AMI	-5.2%

Source: King County Assessor, 2011 Area Reports, 2011 HUD Income Levels * Figures given are the percent of 2011 typical family Area Median Income (AMI) required to purchase a home at the 2010 median price. Affordable housing costs are based on 30% of monthly income. Figures are approximate. Additional assumptions were made in the affordability calculation.

Table 3.2-11 Shoreline Area Rental Market Rents and Vacancy Rates

	2008	2009	2010	2011	2012	2013	2014	2015
Average Rent	\$897	\$977	\$949	\$934	\$966	\$1,026	\$1,070	\$1,161
Percent Change from Previous Year		+8.9%	-2.9%	-1.6%	+3.4%	+9.8%	+4.3%	+8.5%
Market Vacancy*	2.7%	4.6%	7.1%	5.0%	4.0%	2.3%	1.9%	1.6%

Source: Dupree+Scott, The Apartment Vacancy Report

*Market Vacancy excludes units in lease-up and those undergoing renovation.

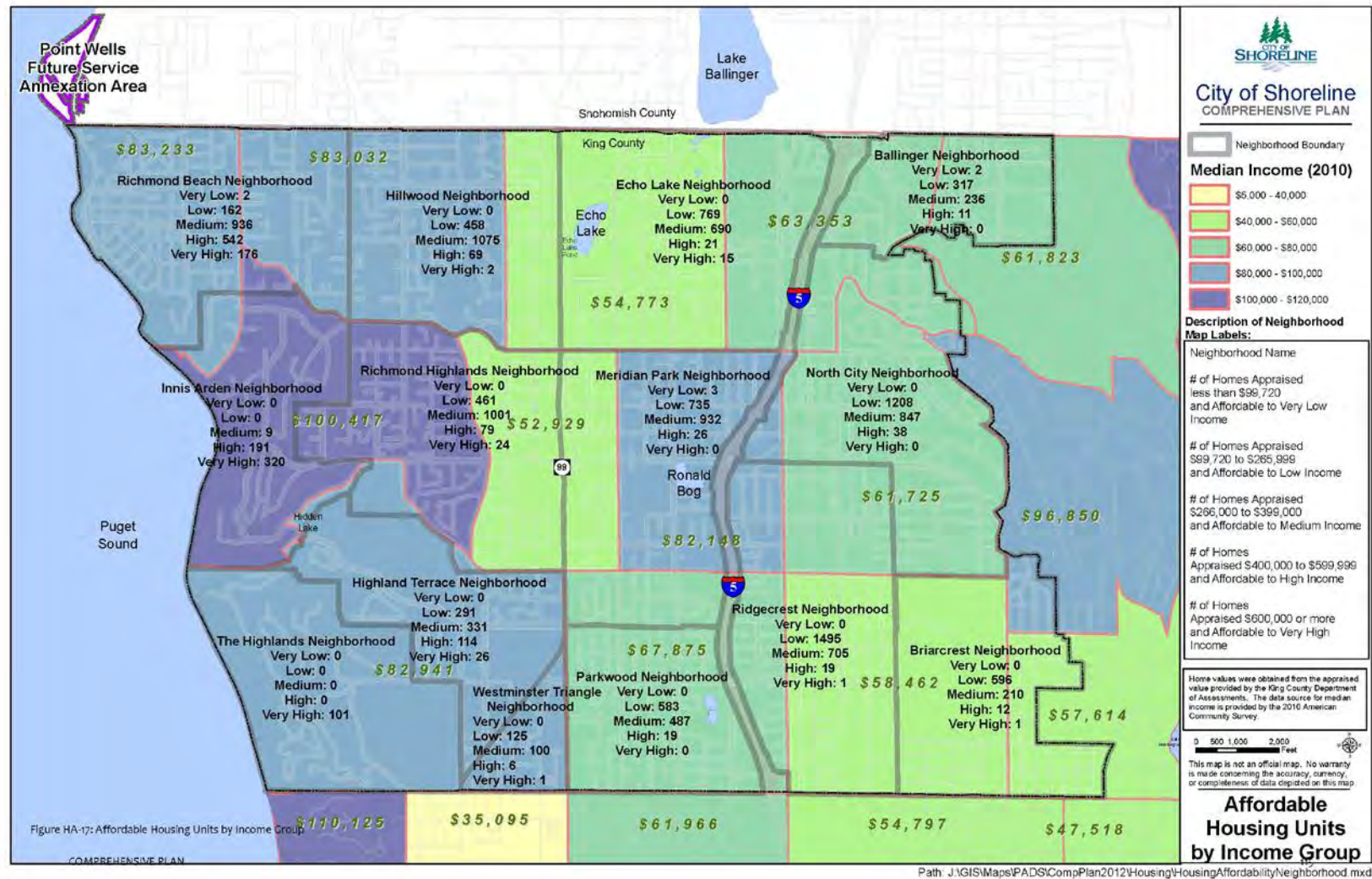


Figure 3.2-3 Affordable Housing Units by Income Group in Shoreline

Neighborhood Quality and Housing Choice

Neighborhood quality and the availability of diverse housing choices to fit various income levels have a direct relationship to greater housing demand. The Citizen Advisory Committee of the Comprehensive Housing Strategy stressed the need to define and retain important elements of neighborhood character, while also providing housing choice. Some members of the community expressed concern about density and design of infill developments and the impacts of these developments on existing neighborhoods. Some members of the community support additional density and infill development, either to preserve undeveloped land in rural areas, support transit, encourage business and economic development, increase affordability, and for other reasons. Regulations that implement policy recommendations in the Housing Element of the Comprehensive Plan and the Housing Strategy should strive to balance these concerns and opportunities.

Housing choice refers to the ability of households in the city to live in the neighborhood and housing type of their own choosing. Housing choice is supported by providing a variety of housing that allows older adults to age in place and new families to be welcomed into existing neighborhoods. While Shoreline's single-family housing is in generally good condition and highly desirable for many, new housing close to neighborhood centers and high-capacity transit may be equally desirable to older adults, small households, or special-needs households with financial or mobility limitations.

Other benefits of locating housing in neighborhood centers and in close proximity to high-capacity transit include:

- Transportation cost savings;

- Improved fitness and health through increased walking;
- Lower costs for roads, utilities, and emergency services;
- Reduced road and parking costs;
- Reduced regional congestion;
- Energy conservation;
- Reduced emissions; and
- Preservation of open space.

GMA and Regional Policies Supporting Affordable Housing

The City of Shoreline's policies related to housing and relevant to potential development in the station subarea are summarized in Section 3.1. It is also important to consider state and regional goals and policies as guidance for subarea planning. The GMA specifically states that its housing goal is to:

"Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock." RCW 36.70A.020(4)

King County CPPs also encourage affordable housing and the use of innovative techniques to meet the housing needs of all economic segments of the population. The CPPs also require that the City provide opportunities for a range of housing types, as does the GMA.

The City's Comprehensive Housing Strategy, adopted in 2008, recommended increasing affordability and choice within local housing stock in order to accommodate the needs of a diverse population. Demographic shifts, such as aging "Baby Boomers"

and increasing numbers of single-parent or childless households create a market demand for housing styles other than a single-family home on a large lot.

Puget Sound Regional Council (PSRC) administers the Growing Transit Communities Partnership (GTC). In accordance with the goals of the PSRC and GTC, high-capacity station areas should consider adopting the affordable housing policies and provisions stated in PSRC's VISION 2040. A few are included below, for the full list, read their report, available at:

<http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/read-the-full-growing-transit-communities-strategy/>

MPP-H-1 *Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.*

MPP-H-2 *Achieve and sustain — through preservation, rehabilitation, and new development — a sufficient supply of housing to meet the needs of low income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.*

MPP-H-3 *Promote homeownership opportunities for low-income, moderate income, and middle-income families and individuals.*

City of Shoreline Affordable Housing Policies and Requirements

Chapter 20.40.230 and 20.40.235 of the Development Code currently includes provisions for affordable housing, with

20.40.235 specific to light rail station subareas. In addition, the City has developed policies for the subarea that address affordable housing needs, including direction for further implementation work to develop programs. These policies and Development Code provisions are provided in Section 3.2.3 Mitigation Measures. Other Code provisions and development standards related to housing and mixed use development in the subarea are summarized in Section 3.1 of this FEIS.

In May 2015, the Housing Development Consortium of Seattle-King County awarded the City of Shoreline the Municipal Champion Award for its leadership in supporting affordable housing opportunities in Shoreline and across the region. The award recognizes the City's efforts to create an equitable community through tools like incentive zoning and impact fee exemptions for affordable housing that were adopted through the 185th Street Station Subarea Plan. These same regulations would apply to the 145th Street Station Subarea, including many incentives and requirements to build affordable units within developments or pay into a housing trust fund to support development of local affordable housing options. The City intends to continue to work with regional organizations and local non-profits to provide greater affordability over time.

Employment in Shoreline and the Subarea

In 2012, approximately 16,409 jobs existed in the City of Shoreline. Of these jobs, approximately 46 percent were service related; 17 percent were government; 16 percent were retail; 13 percent were education; 3 percent were construction; 3 percent were finance, insurance, and real estate; 1 percent was wholesale

trade, transportation, and utilities; and 1 percent was manufacturing (PSRC Employment Database).

Most of these jobs were located along Aurora Avenue N. However, other employment clusters include the Shoreline Community College, and neighborhood business centers in North City, Richmond Beach Shopping Center, 5th Avenue NE and NE 165th Street, and 15th Avenue NE. Less obvious places of employment include home occupations (people working out of their homes).

Major employers within the community include (listed in alphabetical order):

- CRISTA Ministries
- Costco
- Fircrest Residential Habilitation Center
- Fred Meyer
- Goldie's Casino
- Home Depot
- Northwest Security
- Shoreline, City of
- Shoreline School District
- Shoreline Community College
- Washington State Department of Transportation

In the 145th Street Station Subarea and nearby areas within the TAZ boundaries, there are currently 1,595 jobs, including jobs in the commercial center located at NE 145th Street and 15th Ave NE and near the Aurora corridor, at either end of the subarea. This is an estimated level of employment, which was also assumed in the City's Transportation Master Plan.

Employment Growth Trends and Targets

Employment within the city is a measure of the current economic activity. The following employment growth characteristics were summarized in the Economic Development Supporting Analysis to the City's 2012 Comprehensive Plan.

- Non-government employment in Shoreline is predominantly oriented toward services and retail. These two sectors comprised 62 percent of total employment as of 2010.
- Employment growth has been concentrated in services, which was the fastest growing sector between 2000 and 2010.
- The other non-government sectors in which employment grew in the last decade were manufacturing and construction/resources. Despite growth, the two sectors together accounted for only 4.4 percent of the total employment as of 2010.
- Total employment in Shoreline continued to grow over the past decade, though at a much slower pace than in the previous five years.

Encouraging employment growth within the city would improve Shoreline's jobs-to-housing ratio/balance. Jobs and housing are considered "balanced" at approximately 1.5 jobs per household. Jobs-to-housing ratio or balance is "a means to address travel demand by improving accessibility to jobs, as well as to goods, services, and amenities" (PSRC, Vision 2040). The creation of new jobs through economic development can help alleviate a mismatch between jobs and housing, reducing commute times

and creating more opportunities for residents to work and shop within their own community.

Shoreline's jobs-to-housing ratio was 0.72 in 2010 compared to the desirable ratio of 1.5, highlighting the need for job growth and employment-supporting development.

The City conducted an analysis that compared its employment characteristics to other cities in the region and found that jobs-housing balance varies considerably throughout the region.

Ratios of comparative cities in 2010 were:

- Lynnwood 1.53
- Tukwila 5.56
- Marysville 0.51
- Kirkland 1.27

King County's overall ratio was 1.29 and Snohomish County's was 0.82.

In comparing Shoreline's median household income, unemployment rate, and poverty rate to these same peer cities, Shoreline had the second highest median income (only Kirkland was higher); the second lowest unemployment rate (Kirkland was lower); and the second lowest poverty rate (Kirkland was lower).

The King County Countywide Planning Policies establish employment growth targets for each of the jurisdictions within the county. The employment target is the amount of job growth the jurisdiction should plan to accommodate during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional jobs, projected to 5,800 by 2035. This

employment growth target was also adopted by the City. A more recent analysis by PSRC shows that Shoreline has the capacity to gain more than 7,200 new jobs by 2035, improving its jobs-to-housing ratio to 0.91.

Several factors constrain substantial commercial development (and resultant job growth) in Shoreline, including the limited number of large tracts of developable land available for commercial or industrial uses.

Since it developed into a suburban environment, Shoreline has been considered a "bedroom community" from which residents travelled elsewhere for higher-wage jobs and more complete shopping opportunities. Recognizing new and innovative ways to support the local economy would assist efforts to plan for the addition of new jobs. The quality of Shoreline's economy is affected by reliable public services, the area's natural and built attractiveness, good schools, strong neighborhoods, efficient transportation options, and healthy businesses that provide goods and services. Maintaining the community's quality of life requires a strong and sustainable economic climate.

Other Economic Conditions Pertinent to Growth and Economic Development Opportunities

Revenue Base—Sales Tax and Property Tax

The revenue base of the City is another measure of the strength of the local economy. A strong revenue base supports necessary public facilities and services for an attractive place to live and work. Two major elements of the revenue base are taxable retail sales and the assessed valuation for property taxes. A review of

Shoreline's taxable sales and assessed valuation compared with other cities yielded the following observations.

- Compared to the peer cities and King County, Shoreline has a relatively low revenue base. Among peer cities, Shoreline had the second lowest per capita taxable sales and second lowest per capita assessed valuation in 2010.
- Growth in assessed valuation has been moderate over the past decade, averaging a 6.7 percent annual increase. This could be due to a relative lack of new construction in comparison to a younger community, such as Marysville.
- Retail sales growth has averaged 1.5 percent annually. This is the second highest rate of increase among the peer cities and higher than King County as a whole.

Other Revenue Sources

Other sources of revenue for the City include the gambling tax, utility tax, permit fees, grants, impact fees, and other fees. Gambling taxes are collected at a rate of 10 percent of gross receipts for card rooms in the city. Projected gambling tax revenue for 2012 equals 6 percent of the total forecasted general fund operating revenues. Thirteen percent of total forecasted general operating revenues are expected to come from the utility tax, and 8 percent from license and permit fees. This compares to 32 percent from property taxes, and 20 percent from sales taxes. The remaining revenue comes from contract payments, state and federal grants, and other sources.

Real Estate Market Conditions—Retail

Retail development meets two important economic development objectives. It provides the goods and services needed by residents

and businesses, and it provides a major source of tax revenue, which could take pressure off of property taxes to maintain levels of service desired by the community.

Retail sales in Shoreline have grown over the past decade, yet they are still lower than sales per capita in the peer cities used for comparison. While Shoreline is home to many retail establishments, there is a significant amount of sales "leakage" in some retail categories. Leakage refers to a deficit in sales made in the city compared with the amount of spending on retail goods by Shoreline residents. This leakage suggests that there are major retail opportunities in several areas, as shown below.

Percentage of Shoreline Resident Retail Dollars Spent Elsewhere (Leakage):

- Health and Personal Care Stores: 41.2 percent
- Clothing and Clothing Accessories Stores: 90.5 percent
- General Merchandise Stores: 71.2 percent
- Food Service and Drinking Places: 36.5 percent

Real Estate Market Conditions—Office

Shoreline has few office concentrations or multi-tenant office buildings and there is little or no new Class A office space in the city available to prospective tenants. New office development could provide locations for various service providers, as well as the management and support facilities for businesses with multiple outlets.

Real Estate Market Conditions—Residential

New residential development in Shoreline provides housing for the local workforce and creates new opportunities for families to live in the city. Permit activity for new residential development has been increasing since 2010. The Countywide Planning Policies

(CPPs) for King County set a target for the City of Shoreline to grow by about 200 housing units per year. A faster pace of new residential development than what has been occurring would be needed in Shoreline to achieve this goal, and to achieve the overall target of 5,800 additional housing units by 2035 (with the starting year of 2006). Market analysis completed for the subarea show a demand for residential use (see Section 3.1 for more information).

2012-2017 Economic Development Strategic Plan

The City of Shoreline's Office of Economic Development's Strategic Plan for 2012-2017 is summarized in Chapter 2 of this FEIS. The plan seeks to achieve sustainable economic growth by supporting placemaking projects. The plan acknowledges Shoreline's two planned station subareas as key economic development opportunities.

3.2.2 Analysis of Potential Impacts

Population, Housing, and Employment Forecasts for Each Alternative

Under all alternatives, the number of housing units and jobs would increase. All three action alternatives, Alternative 2—Connecting Corridors, Alternative 3—Compact Community, and Alternative 4—Compact Community Hybrid would substantially increase population, housing, and jobs in Shoreline at full build-out.

Any of the three action alternatives would assist the City in meeting housing and employment growth targets, consistent with the Countywide Planning Policies. Alternative 3—Compact

Community would provide the most capacity to achieve housing targets over time, while Alternative 2 would provide the most flexibility to achieve a variety of housing types across the subarea. Alternative 4 would provide less housing than Alternatives 2 or 3, but would still assist the City in meeting growth targets and providing a substantial increase in the diversity of its housing stock. Alternative 1 would have very limited ability to assist the City in meeting its housing growth targets or diversifying housing options in the community.

Alternative 2 would result in more jobs than Alternative 3 and Alternative 4. Alternative 4 would result in more jobs than Alternative 3. Any of the three action alternatives would provide substantially more job opportunities than Alternative 1—No Action.

Current population, housing units, and employment levels in the subarea are shown in **Table 3.2-12**. Forecasted growth in population, housing, and employment for each of the alternatives is summarized in more detail below and depicted in **Table 3.2-13**. The net change in population, housing units, and employment from current levels is shown in **Table 3.2-14**.

Alternative 1—No Action

Under Alternative 1, based on recent population and employment growth forecasts studied in the development of the City's Transportation Master Plan (TMP) Dispersed Model Option, population in the subarea would grow to approximately 11,040 people. Current population in the subarea is estimated at 8,321 people, so under Alternative 1—No Action, it is estimated that there would be an additional 2,719 people by 2035. The TMP

Dispersed Model Option anticipated future growth; however, the projection is likely an over-estimation given the existing land use capacity of the TAZs that encompass and extend beyond the subarea. The twenty-year (2035) population, housing units, and employee levels likely would be much less than projected in the TMP Dispersed Model Option. For planning purposes, however, the TMP Dispersed Model Option, was used as a conservative baseline.

Assuming an average of 2.4 people per household, there would be an estimated 4,600 housing units by 2035 under Alternative 1 assuming the TMP Dispersed Model Option as the baseline projection. This compares to a current level of 3,467 housing units, for an additional 1,133 housing units.

There would be an estimated 2,325 under Alternative 1—No Action over the current level of 1,595 jobs, for an additional 730 by 2035.

This anticipated growth in employment under Alternative 1—No Action would not be as effective in helping to address Shoreline's target range of between 5,800 and 7,200 jobs by 2035 and achieving a better jobs-to-housing balance as the under any of the action alternatives. Most growth in employment would need to occur elsewhere in the city. A review of citywide zoning confirms that Shoreline does have the capacity elsewhere to accommodate the employment target range.

The Next Twenty Years

Over the next twenty years (by 2035), it is anticipated that any of the three action alternatives adopted would grow at the same estimated pace 1.5 percent to 2.5 percent. While all action alternatives would be expected to grow at the same pace, each

would reach build-out at differing timeframes based on the their individual growth capacities.

Over the next twenty years, under any of the action alternatives, it is anticipated that the population of the subarea would grow to between 11,207 and 13,635 people. This would be 2,886 to 5,314 above the current population in the subarea (including population within the TAZ boundaries that encompass and extend beyond the subarea).

A total of 4,670 to 5,681 housing units would be expected by 2035, as well as approximately 2,180 to 2,678 jobs under any of the three action alternatives. This would be a net increase in housing units of approximately 1,203 to 2,214 and an increase in jobs of approximately 585 to 1,083 over today's levels.

Although the market assessment projected a demand for 500-800 or more housing units through 2035, this was a conservative estimate. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,450 additional units. There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years. Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea.

The Next Twenty Years with Phasing Boundaries

With the potential adoption of a phasing boundary for any of the three action alternatives, growth and change would occur within the adopted Phase 1 boundary in effect through 2033. After 2033, growth and change could happen anywhere within the subarea based on adopted zoning. Potential phased zoning

boundaries for the three action alternatives are shown in the figures at the end of Section 3.1 of this FEIS. For each action alternative, the level of population, housing units, and employment reached by 2033 would be limited to the capacity of the Phase 1 zoning area, as shown in **Table 3.2-15**.

Alternative 4—Compact Community Hybrid

Under Alternative 4, the population would increase to approximately 32,367, with an estimated 13,486 housing units and 11,011 jobs in the station subarea at full build-out of proposed zoning. As such, this alternative would add potentially 24,046 people, 10,019 housing units, and 9,416 jobs in the subarea above current levels. It is anticipated that full build-out would take approximately 55 to 87 years (2071 to 2103) to be realized.

Alternative 3—Compact Community

Under Alternative 3, the population would increase to 36,647, and approximately 15,270 housing units and 9,639 jobs could be accommodated in the station subarea at full build-out of proposed zoning. As such, this alternative would add potentially 28,326 people, 11,803 housing units, and 8,044 jobs in the subarea above current levels. It is anticipated that full build-out would take approximately 63 to 98 years (2078 to 2113).

Alternative 2—Connecting Corridors

Under Alternative 2, the population would increase to 34,643 total at full build-out of the proposed zoning. Approximately 14,435 housing units and 11,747 jobs could be accommodated

within the station subarea at full build-out. As such, this alternative would add potentially 26,322 people, 10,968 housing units, and 10,152 jobs to the subarea above the current levels. It is anticipated that full build-out of Alternative 2—Connecting Corridors would take approximately 60 to 94 years (2075 to 2109).

Consistency with Housing and Employment Policies and Housing Choice Opportunities

Consistency with plans and policies is addressed in Section 3.1 of this FEIS. It is worth emphasizing in this section, however, that Alternative 3—Compact Community would provide the most long term housing choice opportunities, as well as the greatest potential for affordable housing because it would result in the most housing units at full build-out. Alternative 2 would have 835 fewer housing units, but because it spreads out over a more distant geography, Alternative 2 provides more flexibility in the potential to create a variety of housing options. Alternative 4 would have fewer housing units at build-out than Alternative 3 or Alternative 2. Alternative 1—No Action would have substantially fewer housing units than any of the three action alternatives at full build-out.

Table 3.2-12 Existing Population, Housing Unit, and Employment Estimates for the Subarea (2014 Data)

Estimated Totals for Subarea Based on Available GIS Data, 2014	
Population	8,321
Housing Units	3,467
Employees	1,595

Note: the current estimated total population of the City of Shoreline is 55,439 (2015).

Table 3.2-13 Estimated Twenty-Year and Build-Out Population, Housing Unit, and Employment Projections

	Alternative 1— No Action***	Alternative 2 Connecting Corridors	Alternative 3—Compact Community	Alternative 4—Compact Community Hybrid
2035 Population*	11,040	11,207 to 13,635	11,207 to 13,635	11,207 to 13,635
2035 Housing Units*	4,600	4,670 to 5,681	4,670 to 5,681	4,670 to 5,681
2035 Employees*	2,325	2,180 to 2,678	2,180 to 2,678	2,180 to 2,678
Build-Out Population	**	34,643	36,647	32,367
Build-Out Housing Units	**	14,435	15,270	13,486
Build-Out Employees	**	11,747	9,639	11,011
Build-Out Years	**	60 to 94 years 2075 to 2109	63 to 98 years by 2078 to 2113	55 to 87 years by 2071 to 2103

* Projections assume 1.5 percent to 2.5 percent annual growth rate for the action alternatives from the time the rezoning is adopted.

** For Alternative 1—No Action, only projections through 2035 were analyzed; the build-out timeframe is difficult to approximate/estimate.

***The 2035 projection for Alternative 1—No Action is based on the Transportation Master Plan (TMP) Dispersed Model Option, which is an over-projection given the existing land use capacity of the TAZs that encompass and extend beyond the subarea. The twenty-year (2035) population, housing units, and employee levels likely would be much less than projected in the TMP Dispersed Model.

Table 3.2-14 Projected Net Increases in Population, Housing Units, and Employment over Existing (2014) Levels

	Alternative 1— No Action	Alternative 2— Connecting Corridors	Alternative 3— Compact Community	Alternative 4— Compact Community Hybrid
2035 Population	+2,719	+2,886 to +5,314	+2,886 to +5,314	+2,886 to +5,314
2035 Housing Units	+1,133	+1,203 to +2,214	+1,203 to +2,214	+1,203 to +2,214
2035 Employees	+730	+585 to +1,083	+585 to +1,083	+585 to +1,083
Build-Out Population		+26,322	+28,326	+24,046
Build-Out Housing Units		+10,968	+11,803	+10,019
Build-Out Employees		+10,152	+8,044	+9,416

Table 3.2-15 Estimated Increases in Population, Housing Units, and Employment over Current (2015) Levels with Adoption of Phase 1 and Phase 2 Boundaries/Phase 1 and Phase as Subsets of Build-Out

	Alternative 2—Connecting Corridors	Alternative 3—Compact Community	Alternative 4—Compact Community Hybrid
Phase 1 (2033) Population	25,124	32,823	25,767
Phase 1 (2033) Housing Units	10,468	13,676	10,736
Phase 1 (2033) Employees	8,363	8,746	8,787
Phase 2 Additional Population	9,518	3,824	6,600
Phase 2 Additional Housing Units	3,967	1,594	2,750
Phase 2 Additional Employees	3,384	893	2,224
Build-Out Population	34,643	36,647	32,367
Build-Out Housing Units	14,435	15,270	13,486
Build-Out Employees	11,747	9,639	11,011

With adoption of any of the three action alternatives over time, there would be a much wider variety of housing types, a substantial increase in number housing units/households, and more diversity in household demographics in the subarea. The range of housing types should be affordable to a wider diversity of income levels. With proposed density and building heights that support mixed use development with housing over several stories, there is a high likelihood that a variety of for sale and for rent housing accommodations would be offered.

The City of Shoreline applies a variety of requirements and incentives to encourage affordable housing, and the City partners with other organizations to promote greater housing choice and affordability. One incentive includes the transportation impact fee ordinance adopted by City Council in August 2014 that included an exemption for affordable housing. Other incentives would include reduced parking requirements for affordable housing and bonus height/density allowances. Extending the City's current Property Tax Exemption incentive program (SMC Chapter 3.27) into the light rail station subareas also would encourage affordable housing, as the current program requires that at least 20 percent of the units be affordable. Refer to 3.2.3 for more detail about potential mitigation measures.

General Economic Development Opportunities

The greatest opportunities for residentially-driven economic development (more residents in the area spending at local businesses, shops, restaurants, etc.) would occur under Alternative 3 since it proposes the most housing units. The greatest opportunity for employment and jobs related economic development would occur under Alternative 2, because it would result in the most jobs overall of the three action alternatives.

However, the projected number of housing units, residents, and jobs under any of the action alternatives is significant. Adoption of one of the three action alternatives would help the City achieve its employment growth targets and improve its jobs-to-housing ratio. Increased population base and households would support funding for capital improvements and new development would provide jobs for residents of the neighborhood, Shoreline, and the region.

Under Alternative 1, economic development growth through increases in population and job opportunities at build-out of the current zoning would be minimal.

Property Values and Property Taxes

How implementation of light rail and rezoning might affect property values and property taxes in the subarea was a common question of existing homeowners during the subarea planning process.

The potential for a new transit station to increase land values for properties adjacent to it is a topic that has been researched extensively over the past two decades in conjunction with the construction of numerous light rail and heavy rail systems across the US, often in the context of determining a "value premium" that can be "captured" to contribute to system financing. While use of "value capture" for financing is not envisioned for the Lynnwood Link extension, the research that has been conducted on this topic provides information to address questions raised by Shoreline residents near the new station site as to what impact the station might have on their property values, and potentially their property taxes.

Value Premium Impacts

A substantial amount of research and analysis has been undertaken by policy experts to track and document the effects of fixed guideway transit systems (e.g., includes heavy rail and light rail) on property values. This topic has commanded so much attention because many policymakers believe that fixed guideway transit systems create a value premium, i.e. an increase in property values or related economic factors as a result of the increased access and desirability of the land served by the fixed guideway transit. If increased value can be linked to the transit investments, a portion of this increase sometimes has the potential to be “captured” up front in the transit development process, and converted to a funding source for public improvements that support the transit system. Numerous studies have used statistical models and other methods to examine whether premiums exist for real estate prices or lease rates near transit stops, particularly for commuter and light rail systems.

A summary of various fixed guideway transit value premium studies was published in 2008 by the Center for Transit Oriented Development, a non-profit organization associated with Reconnecting America. Entitled *Capturing the Value of Transit*, the publication reviews the concepts associated with this topic, and summarizes the findings of more than 20 analyses of the effect of fixed guideway transit on different land uses around the US. Many of these studies, in turn, identified a range of value premiums associated with fixed guideway transit, and utilized a variety of techniques to come to this conclusion.

A 1995 study, by Dr. John Landis at the University of California, Berkeley, found that values for single family homes within 900 feet of light rail stations in Santa Clara County were 10.8 percent lower than comparable homes located further away, and no value premium could be identified for commercial properties within one-half mile of BART stations in the East Bay of the San Francisco Bay Area. Compared to other research though, the potential for decrease in values is rare and likely influenced by other factors.

One of the most thorough analyses conducted after 2000, when contemporary fixed guideway transit systems had established their resurgence as a modern, desirable form of transportation in urban America, was conducted by Dr. Robert Cervero at the University of California, Berkeley. This study, a survey of other studies covering only housing value premiums associated with fixed guideway transit, found that among the seven locations analyzed (Philadelphia, Boston, Portland, San Diego, Chicago, Dallas, and Santa Clara County), value premiums ranged from 6.4 to over 40 percent. The authors concluded that value premiums depended on a variety of factors, including traffic congestion, local real estate market conditions, and business cycles.

Transit in Europe can also provide insight to ways of measuring value capture. A study of 15 light rail systems in France, Germany, the United Kingdom, and North America measured housing prices, residential rent, office rent, and property values in each of the cities, concluding that there was a positive value premium in all but two cities. These two cities initially experienced negative value impacts from fixed guideway transit due to the noise associated with the light rail system. Technological improvements

have since reduced noise levels and most modern light rail systems are fairly quiet.

One key aspect of the literature is the separation of fixed guideway transit's impacts on existing real estate versus its impacts on new development. In many situations, once a fixed guideway transit system is planned, local governments also increase zoning densities or implement policies that densify allowable development. This makes sense, because fixed guideway transit allows the movement of people without commensurate automobile traffic impacts. However, studies of value premiums often face the challenge of controlling the analysis for changes in zoning (to allow for denser development) and the effects of related development policies. Conversely, increases in allowable development through denser zoning, even in the absence of fixed guideway transit, will almost always result in a higher land value, because a developer can build more units on the same site under the increase in allowed density.

Based on the analysis of value premiums, and considering the range of outcomes for previous projects, it would be reasonable to assume a potential value premium ranging from five percent up to 10 percent for properties located within one-half mile of the new transit station (one-half mile is considered the point at which resident interest in walking to a transit station substantially decreases). This value premium would represent a one-time increase in values that would be associated with a new transit station, and would also capture the benefit of changes in zoning and other City implementation actions to encourage TOD projects.

Property Tax Impacts

An increase in property values does not result in a proportional increase in property taxes (e.g., a five percent increase in property value leading to a five percent increase in property taxes) due to the overlapping effects of three state constitutional and statutory measures:

- **One-Percent Constitutional Limit:** the State Constitutions limits the regular combined property tax rate for all agencies to one percent, except for voter approved levies for schools or other agencies (such as the increase in the tax rate approved by Shoreline voters in 2010);
- **Levy Increase Limit:** Taxing districts, such as cities, are limited to a levy limit (limit on increase in property tax revenues) of no more than one percent of prior year property tax revenues, except for increases due to new construction, annexation, or voter approved increases; and
- **Levy Amount Limit:** There is a statutory limit on the maximum total levy for various types of taxing districts. The current maximum amount for cities is 0.59 percent of assessed value, excluding any voter-approved additional levies.

King County reassesses properties to fair market value on an annual basis. However, because of the One-Percent Constitutional Limit and Levy Amount and Levy Increase Limits, an increase in property values and assessed values does not automatically lead to an equivalent increase in property taxes.

For example, each taxing district must on an annual basis adjust its levy (property tax) rate so that the increase in property taxes,

excluding new construction, annexations, or voter-approved increases, does not exceed one percent. Other adjustments to levy rates may need to be made to stay within the One-Percent Constitutional and Levy Amount limits.

As described previously, there may be a potential for a *one-time* increase of between five to ten percent in property values within one-half mile of the NE 145th Street Station. The one-time increase in property values would need to be evaluated against overall changes in Shoreline property values to determine how it would impact property taxes for homeowners around the new NE 145th Street Station. For example, if the new NE 145th Street Station leads to a five percent increase in value, but this occurs in a hot real estate market where property values are increasing at a faster rate on an annual basis, the increase in assessed values for properties around the station may be driven more by market conditions than the new transit station.

Only in a flat market could homeowners around the new station possibly experience a one-time increase in property tax rates that could approach the rate of increase in property values. It should be noted that any increase in property values represents an equal increase in homeowner equity.

Because of the complexity of the overlapping taxation limits, it is not possible to make a specific forecast for how much property taxes might increase around the station area.

For homeowners who might be severely affected by a property tax increase, King County operates several programs to assist homeowners who may face difficulty paying property taxes for

any reason. This includes a property tax exemption for senior citizens and disabled persons, based on household income, that freezes valuation and can create some exemptions from regular property taxes. Another program provides property tax deferrals for homeowners with limited income.

The State also provides a property tax deferral program, administered by county assessors, that allows for full or partial deferral of property taxes. Another State program provides means-tested direct grant assistance for property tax payments to seniors and disabled persons who are widows or widowers of veterans, which for eligible households could help offset an increase in property taxes if it occurs.

3.2.3 Mitigation Measures

Affordable Housing

With adoption of any of the action alternatives, there would be an ongoing need to require and encourage affordable housing in the subarea. The City has drafted specific policies and development provisions for the subarea plan related to affordable housing, provided below and on the following pages for reference.

Draft Subarea Plan Policies for Housing

The following policies are proposed for adoption as part of the 145th Street Station Subarea Plan.

- Develop and fund the systems necessary to implement and administer the City's affordable housing program.

- Investigate financing and property aggregation tools to facilitate creation of affordable housing.

Note: This policy should NOT be construed to mean use of eminent domain. It provides guidance to examine potential tools recommended by partner organizations, which were more complex than those adopted through Development Code regulations associated with the 185th Street Station Subarea Plan.

- Identify and develop relationships with owners of privately owned and federally assisted multi-family housing, which will lead to the retention of the long-term affordability of this housing stock.
- Develop a fee schedule or formula in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing, including ongoing maintenance and operation costs.

Development Code Provisions Related to Housing

The following Development Code provisions were adopted as part of the 185th Street Station Subarea Plan, and also would apply within zoning proposed for the 145th Street Station Subarea Plan. Because MUR-65' and MUR-85' were not zoning designations included in the 185th Street Station Subarea Plan, if Council were to adopt a zoning scenario that contained these designations, Code provisions would need to be amended.

20.20.010 A definitions.

Affordable Housing

Housing reserved for occupancy to households whose annual income does not exceed a given percent of the King County median income, adjusted for household size, and have housing

expenses no greater than thirty (30) percent of the same percentage of median income. For the purposes of Title 20, the percent of King County median income that is affordable is specified in SMC 20.40.235.

20.20.016 D definitions.

Dwelling, Live/Work

Live-work unit means a structure or portion of a structure: (1) that combines a commercial activity that is allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household; (2) where the resident owner or employee of the business is responsible for the commercial or manufacturing activity performed; and (3) where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

20.20.024 H definitions.

Housing Expenses, Ownership Housing

Includes mortgage and mortgage insurance, property taxes, property insurances, and homeowner's dues.

Housing Expenses, Rental Housing

Includes rent and appropriate utility allowance.

Household Income

Includes all income that would be included as income for federal income tax purposes (e.g. wages, interest income, etc.) from all household members over the age of eighteen (18) that reside in the dwelling unit for more than three (3) months of the year.

20.30.355 Development Agreement (Type L).

C. Development Agreement Contents for Property Zoned MUR-70' in order to achieve increased development potential: Each Development Agreement approved by the City Council for property zoned MUR-70' shall contain the following:

1. 20 percent of the housing units constructed onsite shall be affordable to those earning less than 70 percent of the median income for King County adjusted for household size for a period of no less than 50 years. The number of affordable housing units may be decreased to 10 percent if the level of affordability is increased to 60 percent of the median income for King County adjusted for household. A fee in lieu of constructing the units may be paid into the City's affordable housing program instead of constructing affordable housing units onsite. The fee is specified in SMC Title 3.

20.40.235 Affordable housing, Light Rail Station Subareas.

A. The purpose of this index criterion is to implement the goals and policies adopted in the Comprehensive Plan to provide housing opportunities for all economic groups in the City's Light Rail Station Subareas. It is also the purpose of this criterion to:

1. Ensure a portion of the housing provided in the City is affordable housing;
2. Create an affordable housing program that may be used with other local housing incentives authorized by the City Council, such as a multifamily tax exemption program,

and other public and private resources to promote affordable housing;

3. Use increased development capacity created by the Mixed Use Residential zones to develop voluntary and mandatory programs for affordable housing.

B. Affordable housing is permitted and voluntary in MUR-35', and required in MUR-45' and MUR-70'. The following provisions shall apply to all affordable housing units required by, or allowed through, any provisions of the Shoreline Municipal Code:

1. The City provides various incentives and other public resources to promote affordable housing.

C. Mixed Use Residential Zone Affordable housing requirements. The following provisions shall apply to all affordable housing units required by, or created through, any incentive established in the Shoreline Municipal Code unless otherwise specifically exempted or addressed by the applicable code section for specific affordable housing programs or by the provisions of an approved development agreement:

1. Duration: Affordable housing units shall remain affordable for a minimum of fifty (50) years from the date of initial owner occupancy for ownership affordable housing. At the discretion of the Director a shorter affordability time period, not to be less than thirty (30) years, may be approved for ownership of affordable housing units in order to meet federal financial underwriting guidelines.

2. Designation of Affordable Housing Units: The Director shall review and approve the location and unit mix of the affordable housing units, consistent with the following standards, prior to the issuance of any building permit:
 - a. Location: The location of the affordable housing units shall be approved by the City, with the intent that they are generally mixed with all other dwelling units in the development.
 - b. Tenure: The tenure of the affordable housing units (ownership or rental) shall be the same as the tenure for the rest of the housing units in the development.
 - c. Size (Bedroom): The affordable housing units shall consist of a range of the number of bedrooms that are comparable to the units in the overall development.
 - d. Size (Square Footage): Affordable housing units shall be the same size as market housing units with the same number of bedrooms unless approved by the Director. The Director may approve smaller units when: (a) the size of the affordable housing is at least ninety (90) percent of the size of the market housing in the project with the same number of bedrooms; and (b) the affordable units are not less than five hundred (500) square feet for a studio unit, six hundred (600) square feet for a one (1) bedroom unit, eight hundred (800) square feet for a two (2) bedroom unit and one thousand (1,000) square feet for a three (3) bedroom unit.
3. Timing/Phasing: The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the rest of the dwelling units in the development unless the requirements of this section are met through SMC 20.40.235(E), Alternative compliance. The affordable housing agreement provided for in SMC 20.40.235(D) shall include provisions describing the phasing of the construction of the affordable units relative to construction of the overall development. If the development is phased, the construction of the affordable units shall be interspersed with the construction of the overall development.
4. Development Standards:
 - a. Off-Street Parking: Off-street parking shall be provided for the affordable housing units consistent with SMC 20.50.390 unless reduced by the Director in accordance with SMC 20.50.400.
 - b. Recreation Space: The recreation/open space requirements for housing units affordable to families making 60% or less of Adjusted Median Income for King County shall be calculated at fifty (50) percent of the rate required for market housing.

Specific regulations providing for affordable housing are described below:

Location	Use	Targeted Affordability Level and Incentives	Mandatory or Voluntary Program
Mixed Use Residential –MUR-70'	Residential	<p>20% of rental units are affordable to families making 70% or less of the median income for King County adjusted for household size; or</p> <p>10% of rental units are affordable to households earning 60% or less of the median income for King County adjusted for household size.</p> <p>Incentives: May be eligible for 12-year property tax exemption (PTE) upon authorization by City Council; and entitlement of 70 ft. height and no density limits.</p>	Mandatory*
Mixed Use Residential – MUR-45'	Residential	<p>15% of rental units are affordable to households earning 60% or less of the median income for King County adjusted for household size.</p> <p>15% of all for sale/individual ownership units are affordable to households earning 80% or less of median income for King County adjusted for household size.</p> <p>Incentives: May be eligible for 12-year property tax exemption (PTE) and permit fee reduction upon authorization by City Council; entitlement of 45 ft. and no density limits.</p>	Mandatory*

Mixed Use Residential –MUR-35'	Residential	10% of rental units are affordable to families making 60% or less of the median income for King County adjusted for household size. 10% of all for sale/individual ownership units are affordable families making 80% or less of the median income for King County adjusted for household size. Incentives: May be eligible for 12-year property tax exemption (PTE) upon authorization by City Council; and no density limits.	Voluntary
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* Payment in lieu of constructing mandatory units is available. See SMC 20.40.235(E)(1)

- Depending on the level of affordability provided the affordable housing units may be eligible for transportation impact fee waivers as provided in SMC 12.40.070(G).

restrictions, homebuyer or tenant qualifications, affordability duration, phasing of construction, monitoring of affordability, and any other topics related to the provision of the affordable housing units.

- In the event of a fractional affordable housing unit, payment in lieu in accordance with SMC 20.40.235(E)(1) is allowed for the fractional unit.

- The agreement may, at the sole discretion of the City, establish a monitoring fee for the affordable units. The fee shall cover the costs to the City to review and process documents to maintain compliance with income and affordability restrictions of the agreement.

D. Affordable housing agreement. An affordable housing agreement shall be recorded with the King County Recorder's Office prior to the issuance of a building permit for any development providing affordable housing pursuant to the requirements or incentives of the Shoreline Municipal Code.

- The City may, at its sole discretion, agree to subordinate any affordable housing regulatory agreement for the purpose of enabling the owner to obtain financing for development of the property.

- The recorded agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant.
- The agreement shall be in a form approved by the Director and the City Attorney and shall address price

E. Alternative compliance. The City's priority is for residential and mixed use developments to provide the affordable housing on site. The Director, at his/her discretion, may approve a request for satisfying all or part of a project's on-site affordable housing with alternative compliance methods proposed by the applicant.

Any request for alternative compliance shall be submitted at the time of application and must be approved prior to issuance of any building permit. Any alternative compliance must achieve a result equal to or better than providing affordable housing on site.

1. Payments in lieu of constructing mandatory affordable housing units are subject to the following requirements:
 - a. Payments in lieu of constructing for sale/individual ownership units shall be based on the difference between the price of a typical market rate unit, and the price an income constrained household as defined in SMC 20.40.235(B)(1) can pay for the same unit adjusted for household size. Payments in lieu of construction for rental units shall be based on the present net value of the difference between the market and affordable rents as defined in SMC 20.40.235(B)(1) for the same units adjusted for household size. The fee shall be updated in the fee ordinance as part of the City's budget process.
 - b. The payment obligation shall be due prior to issuance of any certificate of occupancy for the project. Collected payments shall be deposited in the City's Housing Trust Fund account.
2. Any request for alternative compliance shall:
 - a. Include a written application specifying:
 - i. The location, type and amount of affordable housing; and
 - ii. The schedule for construction and occupancy;

- b. If an off-site location is proposed, the application shall document that the proposed location:
 - i. Is within a ¼ mile radius of the project triggering the affordable housing requirements or the proposed location is equal to or better than providing the housing on site or in the same neighborhood;
 - ii. Is in close proximity to commercial uses, transit and/or employment opportunities;
 - c. Document that the off-site units will be the same type and tenure as if the units were provided on site; and
 - d. Include a written agreement, signed by the applicant, to record a covenant on the housing sending and housing receiving sites prior to the issuance of any construction permit for the housing sending site. The covenants shall describe the construction schedule for the off-site affordable housing and provide sufficient security from the applicant to compensate the City in the event the applicant fails to provide the affordable housing per the covenants and the Shoreline Municipal Code. The intent is for the affordable housing units to be provided before, or at the same time as, the on-site market housing. The applicant may request release of the covenant on the housing sending site once a certificate of occupancy has been issued for

the affordable housing on the housing receiving site.

20.40.245 Apartments

Apartments are allowed in the MUR zones. Microapartments are not allowed in the MUR zones. Microapartments are defined as a structure that contains single room living spaces with a minimum floor area of 120 square feet and a maximum floor area of 350 square feet. These spaces contain a private bedroom and may have private bathrooms and kitchenettes (microwaves, sink, and small refrigerator). Full scale kitchens are not included in the single room living spaces. These single room living spaces share a common full scale kitchen (stove, oven, full sized or multiple refrigeration/freezers), and may share other common areas such as bathroom, shower/bath facilities, and recreation/eating space.

Refer to Title 20 Development Code of the Shoreline Municipal Code, and in particular 20.30 General Development standards for additional information pertaining to regulations for housing and mixed use development.

Other Recommended Mitigation Measures

- The City would continue to monitor and support economic development opportunities in the subarea.
- The City would explore public/private and public/public partnerships for redevelopment that might help to encourage and catalyze growth.
- The City would prioritize investment of capital improvements related to transportation, infrastructure,

public parks, and other facilities in the subarea to support growth for the next twenty years and over the long term.

3.2.4 Significant Unavoidable Adverse Impacts

Implementation of any of the three action alternatives, Alternative 2—Connecting Corridors, Alternative 3—Compact Community, or Alternative 4—Compact Community Hybrid, would provide increased opportunities for housing, including affordable housing and a variety of housing choices to fit various income levels. Redevelopment also would create jobs and economic development opportunities over time. These increases would help the City in achieving its established growth targets and improving the jobs-to-housing ratio.

Overall at full build-out, Alternative 3 would provide the most housing opportunities, and Alternative 2 would provide the most employment opportunities. Alternative 4 would provide more job opportunities than Alternative 3, but less housing units than either Alternative 2 or 3.

With the planned growth in the subarea, some single family homeowners may decide to move because of concerns over how the neighborhood may change over time. Potential increases in property values could benefit them in this process. On the other hand, if property taxes increase, this could be an added burden on some residents.

Overall with the gradual pace of growth expected, continual monitoring of conditions in the subarea by the City, and

implementation of the mitigation measures, significant adverse unavoidable impacts would not be anticipated.

The concern with implementing Alternative 1—No Action would be that it is not consistent with adopted goals, policies, and objectives at the state, regional, and local levels to support growth management and integrated land use and transportation planning in high-capacity station areas. Adoption of Alternative 1 would not support meeting City growth targets or objectives related to affordable housing in the community or improving the jobs-to-housing ratio.

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3.3 Multimodal Transportation

This section describes the affected environment, analyzes potential impacts, and provides recommendations for mitigation measures for multimodal transportation, including motor vehicle traffic, transit, bicycle, and pedestrian modes. Parking conditions also are analyzed.

The purpose of analyzing multimodal transportation for the 145th Street Station Subarea Plan FEIS is to understand how the transportation system operates with changes to zoning alternatives. While the recommendations for transportation improvements in this FEIS are representative of the type of investment needed, proposed development in the subarea would undergo the standard project review process in order to determine the transportation projects needed before development could proceed.

3.3.1 Affected Environment

Introduction

Existing conditions of the multimodal transportation network are described and illustrated on the following pages, along with planned conditions for the future as outlined in adopted transportation plans. They include an assessment of the current infrastructure and operating conditions for all transportation modes. Additionally, in this section impacts to transportation facilities and services resulting from the proposed action alternatives are assessed to determine appropriate mitigation measures needed to accommodate the changes. In order to provide relevant details and constructive analysis, the project

team conducted field visits, utilized existing data (such as traffic counts and transit timetables) and reviewed relevant plans for the area, including:

- 2015 Sound Transit Final Environmental Impact Statement (FEIS) for the Lynnwood Link Extension
- City response letter to the 2013 Sound Transit Draft Environmental Impact Statement (DEIS) for the Lynnwood Link Extension
- 2011 Shoreline Transportation Master Plan (TMP) and amendments
- 2012 Shoreline Comprehensive Plan (CP)
- City of Shoreline Vision 2029 Plan
- 2013 PSRC Growing Transit Communities Report (GTC)
- 2016 King County Metro Connects Draft Long Range Plan
- 2011 Community Transit Long Range Plan
- 2014 Sound Transit Long Range Plan Update
- 2016-2021 Capital Improvement Plan (CIP)
- 2016-2021 Transportation Improvement Plan (TIP)
- 2016 145th Street Multimodal Corridor Study
- 2016 185th Street Station Subarea Plan, DEIS, and FEIS

Existing Street Network

Regional Access

Interstate 5 (I-5) is a limited access freeway classified as a highway of statewide significance. It provides access from the mobility study area (see **Figure 3.3-1**) south to Northgate, the University District, Capitol Hill and Downtown Seattle and beyond, as well as to Mountlake Terrace, Lynnwood, and points north. I-5 also connects with State Routes 522 and 523, providing access to Lake Forest Park and Bothell. Additionally, I-5 serves as

the key corridor for express regional bus service in the area. The nearest access point to I-5 from the mobility study area is the NE 145th Street interchange, centrally located at the southern edge of the study area.

Subarea Street Network

SR 99/Aurora Avenue N is a managed access highway and is also classified as a highway of statewide significance. It serves as a principal arterial in Shoreline. It lies directly west of the study area, providing north-south mobility and business access along the corridor.

The principal arterials in the study area are N/NE 145th Street and 15th Avenue NE, which form the southern and eastern edges. NE 145th Street is a state highway (SR 523) from I-5 to SR 522. N/NE 145th Street is not located within the City of Shoreline. The northern half of the right-of-way is located in unincorporated King County and the southern half of the right-of-way is located in the City of Seattle. Minor arterials within the study area include Meridian Ave N, N/NE 155th Street and 5th Avenue NE. **Figure 3.3-1** highlights the street classifications of the roadways within the study area. The proposed light rail station location is identified on the map immediately east of I-5 and north of NE 145th Street. The area is composed of a mostly gridded network. The non-arterial street grid is broken in many places by the presence of parks. Crossings of I-5 are limited, with the only east-west connections located along N/NE 145th Street and N/NE 155th Street.

Existing Roadway Operations

Concurrency Management System

The Washington State Growth Management Act (GMA) includes a transportation concurrency requirement. This means that jurisdictions must provide adequate public facilities and services to keep pace with a community's growth over time to maintain the Level of Service (LOS) goals stated in a community's comprehensive plan. The improvements can include capital improvements, such as intersection modifications, or other strategies such as transit service expansion or transportation demand management. As part of the process, a jurisdiction evaluates the operations of roadway segments or intersections in order to determine the relative impact from new development on the transportation network. The City of Shoreline has an adopted concurrency methodology to balance growth, congestion, and capital investment.

Level of Service Criteria for Intersections

A common metric to evaluate intersection operations is average seconds of delay per vehicle, which can be translated into a grade for Level of Service (LOS) as shown in **Table 3.3-1**. An additional metric is the evaluation of a roadway segment via the volume-to-capacity (V/C) ratio, which compares a roadway's vehicle demand against the theoretical capacity of that segment. These V/C ratios can also be translated into LOS grades as shown in the table. The LOS concept is used to describe traffic operations by assigning a letter grade of A through F, where A represents free-flow conditions and F represents highly congested conditions. As shown in **Table 3.3-2**, the City has adopted LOS D for signalized intersections on arterials, unsignalized intersecting arterials and

roadway segments on Principal and Minor Arterials¹. WSDOT has a separate set of standards, which can also be referenced in **Table 3.3-2**. N/NE 145th Street is not subject to the City of Shoreline's LOS standards because it is not located within the City of Shoreline and is also a state highway between I-5 and SR 522.

Traffic Volumes

The existing conditions analysis uses data from the 2011 TMP update to describe current traffic operations and supplements it with more recent vehicle counts. Traffic counts were obtained from the City of Seattle, WSDOT, and the City of Shoreline and were also collected by the project team in July 2014. **Figure 3.3-2** and **Table 3.3-3** show existing traffic volumes and LOS values within the study area. N/NE 145th Street corridor has the highest east-west volume and carries over 30,000 vehicles per day. 15th Avenue NE is the busiest north-south corridor, with over 16,000 average daily trips (ADT). All segments in the study area in the City of Shoreline currently operate within City LOS standards.

Evaluation of Intersections

During the PM peak hour, all intersections within the study area and under the City's jurisdiction currently operate within the Shoreline LOS standards as shown in **Figure 3.3-3**. The most congested intersection is located at NE 145th Street and 15th Avenue NE, which operates at LOS E. While most intersections along N/NE 145th Street operate at LOS D or better, some individual movements experience higher levels of delay than an

overall intersection LOS D would suggest. This includes the northbound left and westbound through movements at the NE 145th Street / 5th Avenue NE intersection.

Collision History

As shown in **Figure 3.3-4**, some intersections in the study area have a relatively high number of vehicle collisions; experiencing a crash rate above 1.0 per million entering vehicles (MEV)². The intersection of N 145th Street and Meridian Avenue N averaged 12 collisions per year, or 1.39 collisions per MEV (col/MEV), with a high number of rear-end, left-turn, right-angle, and sideswipe collisions. NE 145th Street and 5th Avenue NE experienced 16 collisions per year, a rate of 1.18 col/MEV. NE 145th Street and 15th Avenue NE had 12 collisions per year, a rate of .90 col/MEV. With a high number of rear-end and right-angle collisions. Additionally, the unsignalized intersection of 5th Avenue NE and the I-5 Northbound on-ramp averaged 7 collisions per year, a collision rate of 1.37 col/MEV. All other intersections in the study area averaged fewer than 10 collisions per year. The collision rate for the entirety of the 145th Street corridor is 6.03 per million vehicle miles of travel, more than two and a half times higher than the 2010 Northwest Region average collision rate of 2.27 for Urban Principal Arterials.

Between 2011 and 2013, there were 15 pedestrian and bicycle collisions within the study area, with five of the collisions located along N/NE 145th Street. Five collisions occurred along N 155th Street while three were located along 15th Avenue NE.

¹ Average delay at signalized intersections is based on all vehicles that approach the intersection. Average delay for unsignalized intersections is based on the delay experienced by vehicles at the stop-controlled approaches.

² Information provided by Lynnwood Link FEIS using collision data from 2008 to 2011

Table 3.3-1 Level of Service Criteria For Intersection And Roadway Analysis

Level of Service (LOS)	Signalized Intersection Delay per Vehicle (seconds)	Unsignalized Intersection Delay per Vehicle (seconds)	Roadway Segment Volume-to-Capacity ratio (V/C)
A	< 10	< 10	< .60
B	> 10 to 20	> 10 to 15	.60 - .70
C	> 20 to 35	> 15 to 25	.70-.80
D	> 35 to 55	> 25 to 35	.80 - .90
E	> 55 to 80	> 35 to 50	.90 – 1.0
F	> 80	> 50	> 1.0

Source: 2010 Highway Capacity Manual and the 2011 City of Shoreline Transportation Master Plan

Table 3.3-2 Level of Service Standards by Agency

Agency	LOS Standard
City of Shoreline	LOS D for signalized intersections LOS D for unsignalized intersecting arterials V/C ratio of .90 (LOS D) for principal and minor arterials ³
City of Seattle	LOS D (goal)
WSDOT	LOS D for highways of statewide significance (HSS) LOS E/mitigated for regionally significant state highways (non-HSS)

³ The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

Table 3.3-3 Average Daily Traffic and PM Peak Hour Congestion For Existing Conditions

Street	Segment	Average Daily Traffic	PM Peak Hour Volume ⁴	PM Peak hour Volume-to-Capacity Ratio
East-West Corridors				
N/NE 145th Street*	West of I-5	25,240	1,331	0.81
NE 145th Street*	East of I-5	31,790	1,431	0.87
N 155th Street	West of I-5	11,640	538	0.60
NE 155th Street	East of I-5	9,900	486	0.61
North-South Corridors				
5th Avenue NE*	I-5 NB on-ramp to NE 155th Street	7,170	530	0.76
15th Avenue NE	NE 145th to NE 150th Street	16,130	1,038	0.52
15th Avenue NE**	NE 150th to NE 155th Street	14,240	881	0.73
Meridian Avenue N	145th to 155th Street	6,220	392	0.56

Source: 2011 City of Shoreline Transportation Master Plan and updated traffic counts from 2014

- * Note that 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.
- ** The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

⁴ One-directional volume only, signifying the direction with the highest volume

Figure 3.3-1 Street Classifications in the Study Area

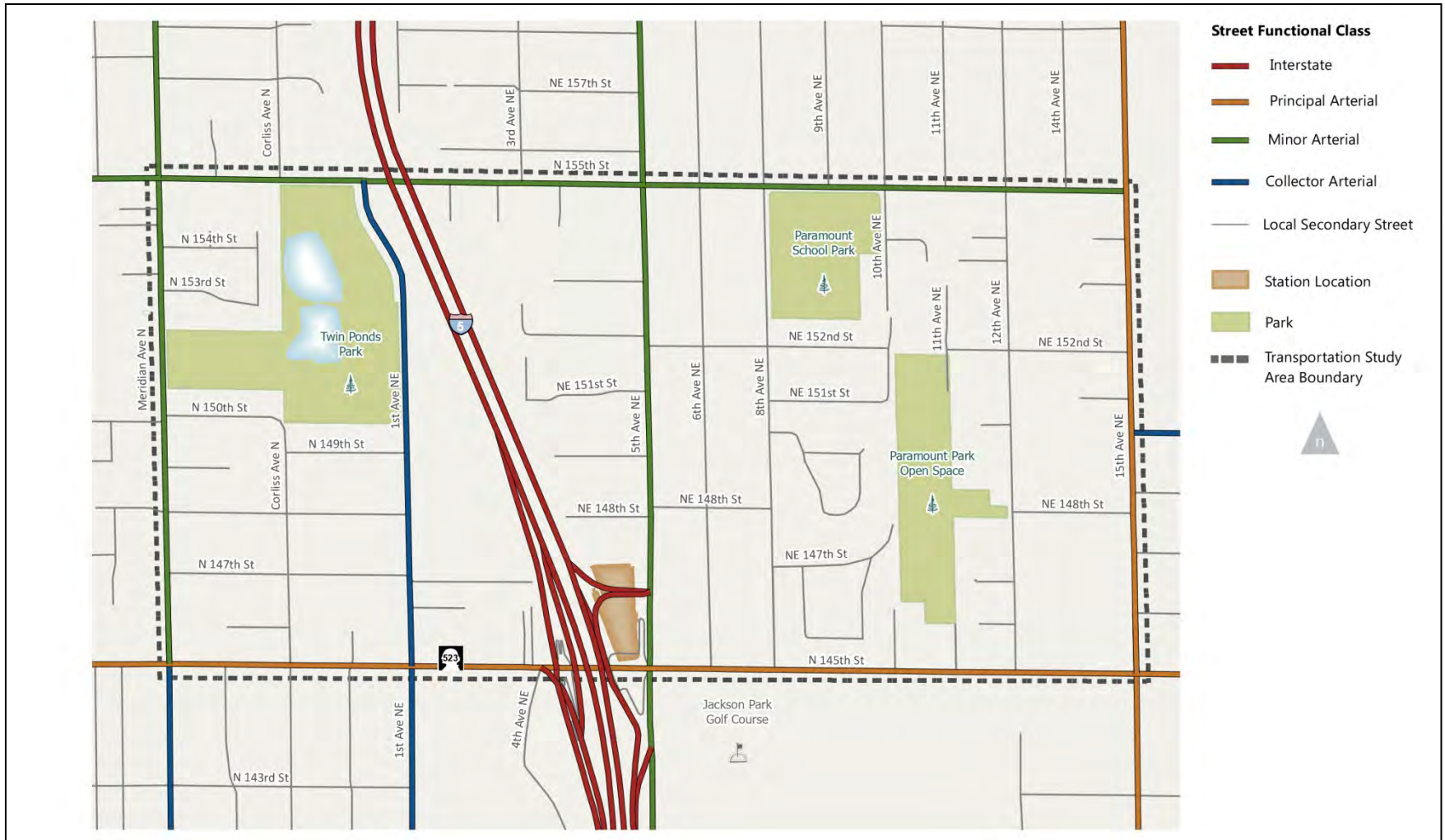
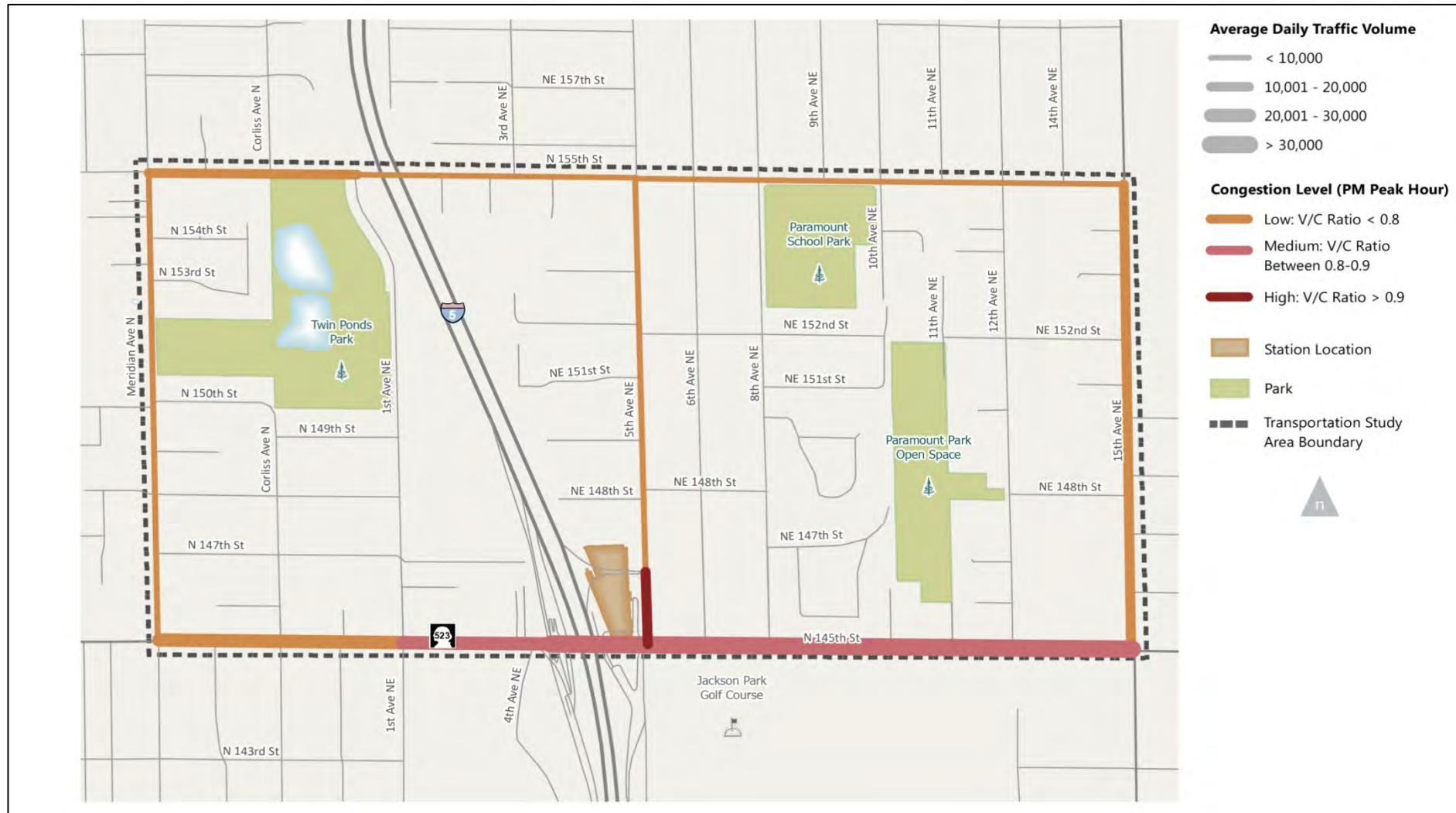


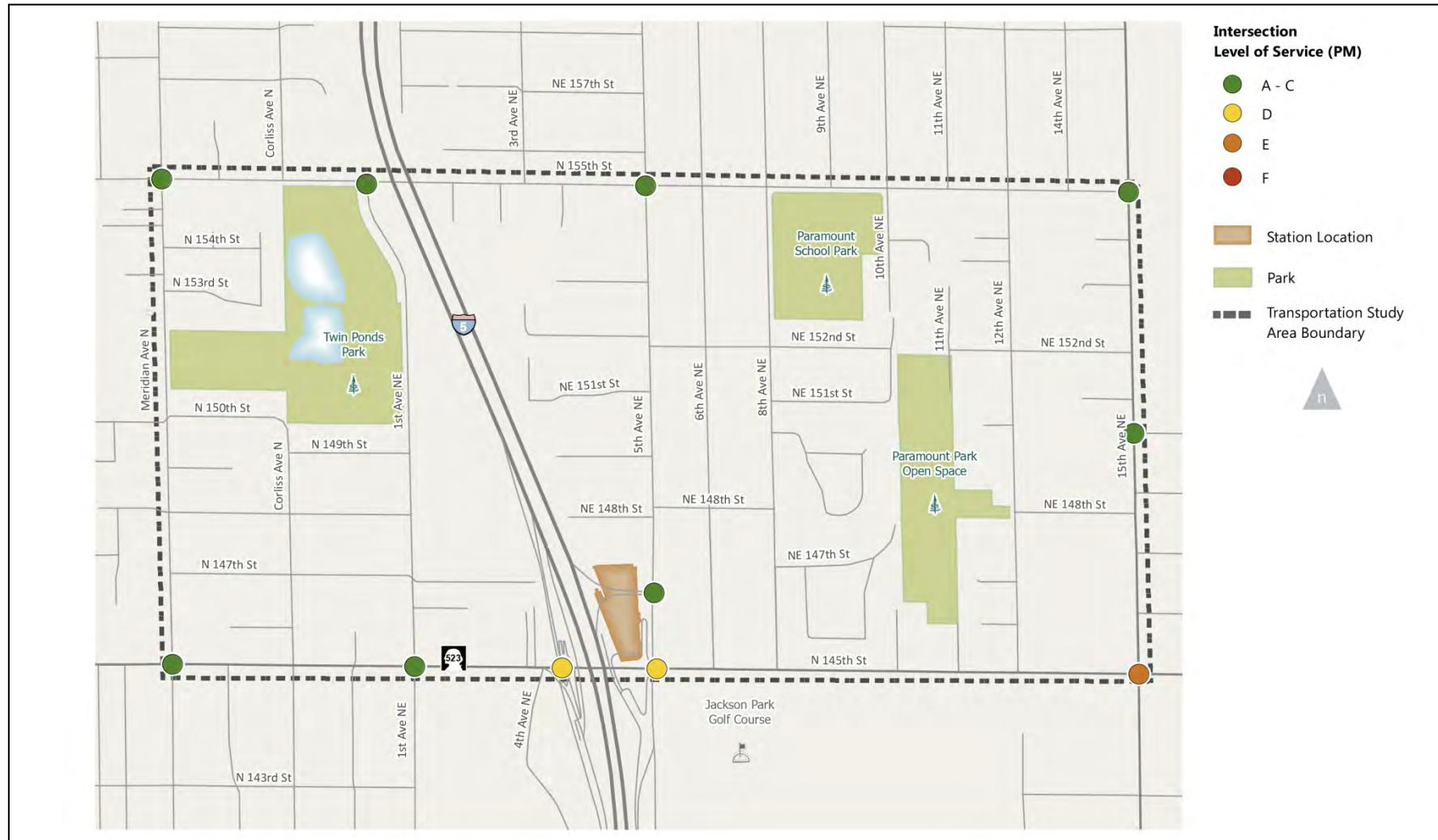
Figure 3.3-2 Average Daily Traffic and PM Peak Congestion (Existing Conditions)



Sources: City of Shoreline, WSDOT, City of Seattle and updated traffic counts from 2014

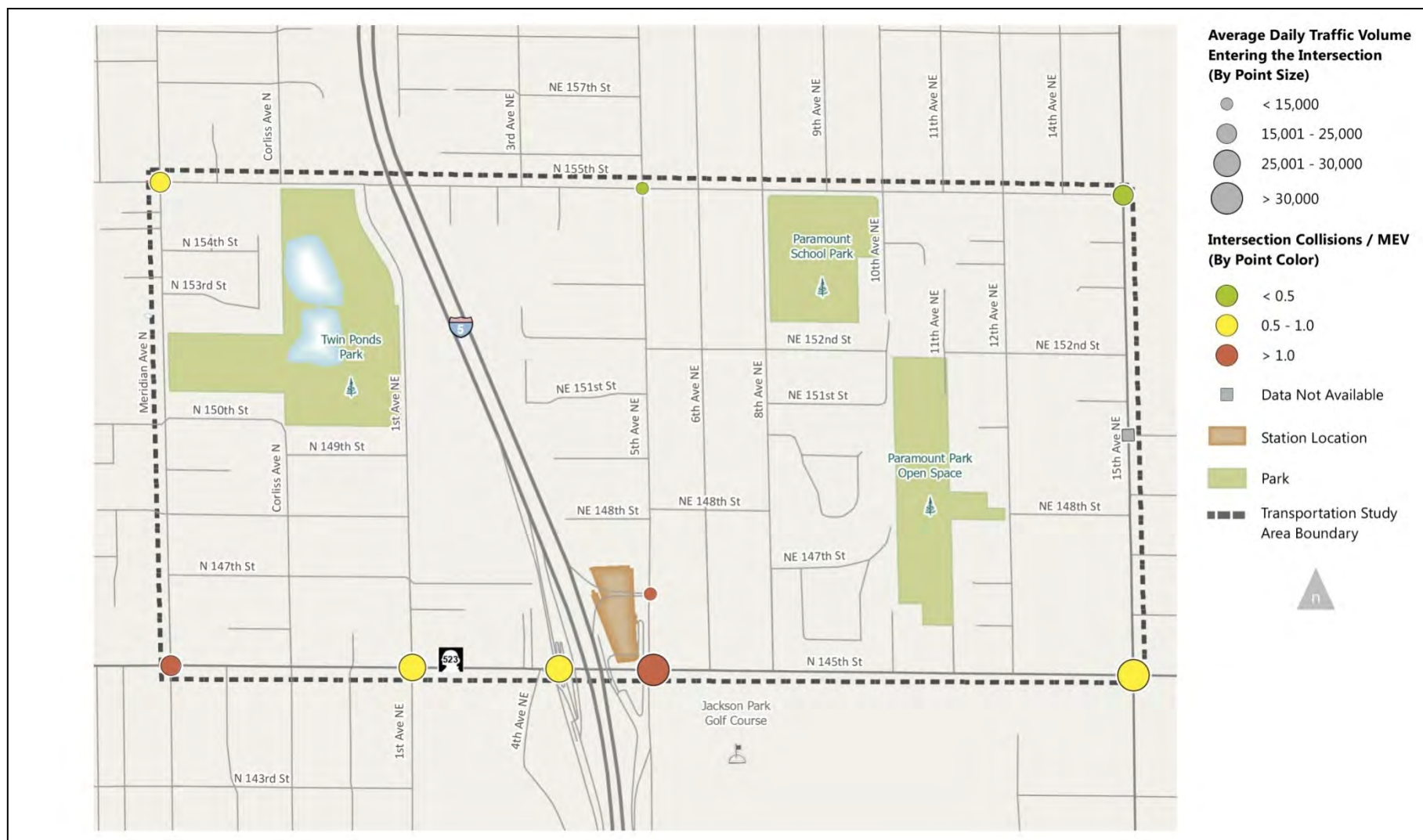
Note: N/NE 145th Street is not subject to city LOS standards

Figure 3.3-3 Intersection Level of Service (Existing Conditions)



Sources: City of Shoreline, WSDOT, City of Seattle and updated traffic counts from 2014.

Note: N/NE 145th Street is not subject to city LOS standards

Figure 3.3-4 Accident/Collision Rates (Existing Conditions)

Sources: Sound Transit Lynnwood Link Extension FEIS, WSDOT

Transit Service Provision

Existing Conditions

The transit coverage within the study area is provided by King County Metro and Sound Transit. **Table 3.3-4** details the current headways and destinations serviced by routes that traverse the area while **Figure 3.3-5** highlights the location of the routes. There are many transit routes with service within and in the vicinity of the study area, both in the peak and off-peak time periods. Peak-period routes connect the study area with regional growth centers such as Downtown Seattle, the University of Washington, Northgate, Bellevue, and Redmond. All-day service is primarily provided along the north-south corridors within the study area. Sound Transit provides all-day service from downtown Seattle to Lynnwood and Everett, with a stop at the NE 145th Street freeway station. However, this route does not serve the freeway station in the peak travel direction during the peak periods (i.e. there is no service at the southbound stop during the a.m. peak and there is no service at the northbound stop during the p.m. peak). There is no all-day east-west route that travels the entire length of the 145th Street corridor between Aurora Avenue and Lake City. The only east-west all day service in the study area is along N/NE 155th Street. While Sound Transit routes 510, 511, and 513 and a number of Community Transit routes pass by the study area along I-5, they do not stop at the 145th Street freeway bus station.

Planned Transit Service

While the City of Shoreline does not have direct control over the transit service within its borders, a number of conceptual modifications with light rail deployment are identified in the TMP

and King County Metro's Connect Long Range Plan. The TMP specifies that bus service be redirected to better connect to the station once service begins, especially along N/NE 145th Street. The City will be engaged with King County Metro and Sound Transit over the next two years as part of the development of a Transit Service Integration Plan. The Metro Connects Long Range Plan assumes that three high frequent routes and one Sound Transit Bus Rapid Transit route will serve the NE 145th Street Station by 2040. Additionally, the Lynnwood Link FEIS forecast 2,600-6,000 daily light rail station boardings at the NE 145th Street Station. The Lynnwood Link FEIS noted that long-distance/commuter bus routes near the 145th Street Station could be rerouted to connect with the light rail station as a transfer point in order to provide a faster and more frequent trip.

While not directly within the subarea, Sound Transit route 522 operates during weekdays and weekends, providing service east of the subarea along State Route 522, with connections to Downtown Seattle, Lake City, Lake Forest Park, Kenmore, Bothell, and Woodinville.

Table 3.3-4 Existing Transit Service

Route	Weekday Headways (in minutes)				Destinations Served
	AM Peak (6-9am)	Midday	PM Peak (3-6pm)	Evening	
All-day Routes					
KCM 330	60	60	60	-	Shoreline Community College, Lake City
KCM 346	30	30	30	60	Aurora Village, Meridian Park, Northgate
KCM 347	30	30	30	60	Northgate, Ridgecrest, North City, Mountlake Terrace
KCM 348	30	30	30	60	Richmond Beach, North City, Northgate
ST 512	15	15	15	15-30	Everett, Lynnwood, Mountlake Terrace, University District, Downtown Seattle
ST 522***	10	30	10	30-60	Woodinville, Bothell, Kenmore, Lake Forest Park, Lake City, Downtown Seattle
Peak Period Routes					
KCM 77	15-25	-	15-30	-	North City, Maple Leaf, Downtown Seattle
KCM 242	30	-	30	-	Northgate, Ravenna, Montlake, Bellevue, Overlake
KCM 301*	15**	-	15**	-	NW Shoreline, Aurora Village, Shoreline Park and Ride, Downtown Seattle
KCM 303	15	-	15	60**	Shoreline Park and Ride, Aurora Village Transit Center, Meridian Park, Northgate, Downtown Seattle, First Hill
KCM 304	20-30	-	20-30	-	Richmond Beach, Downtown Seattle
KCM 308	30	-	30	-	Lake Forest Park, Lake City, Downtown Seattle
KCM 316	15-20	-	15-25	-	Meridian Park, Bitter Lake, Green Lake, Downtown Seattle
KCM 373	15	-	15	60**	Aurora Village Transit Center, Shoreline Park and Ride, Meridian Park, University District

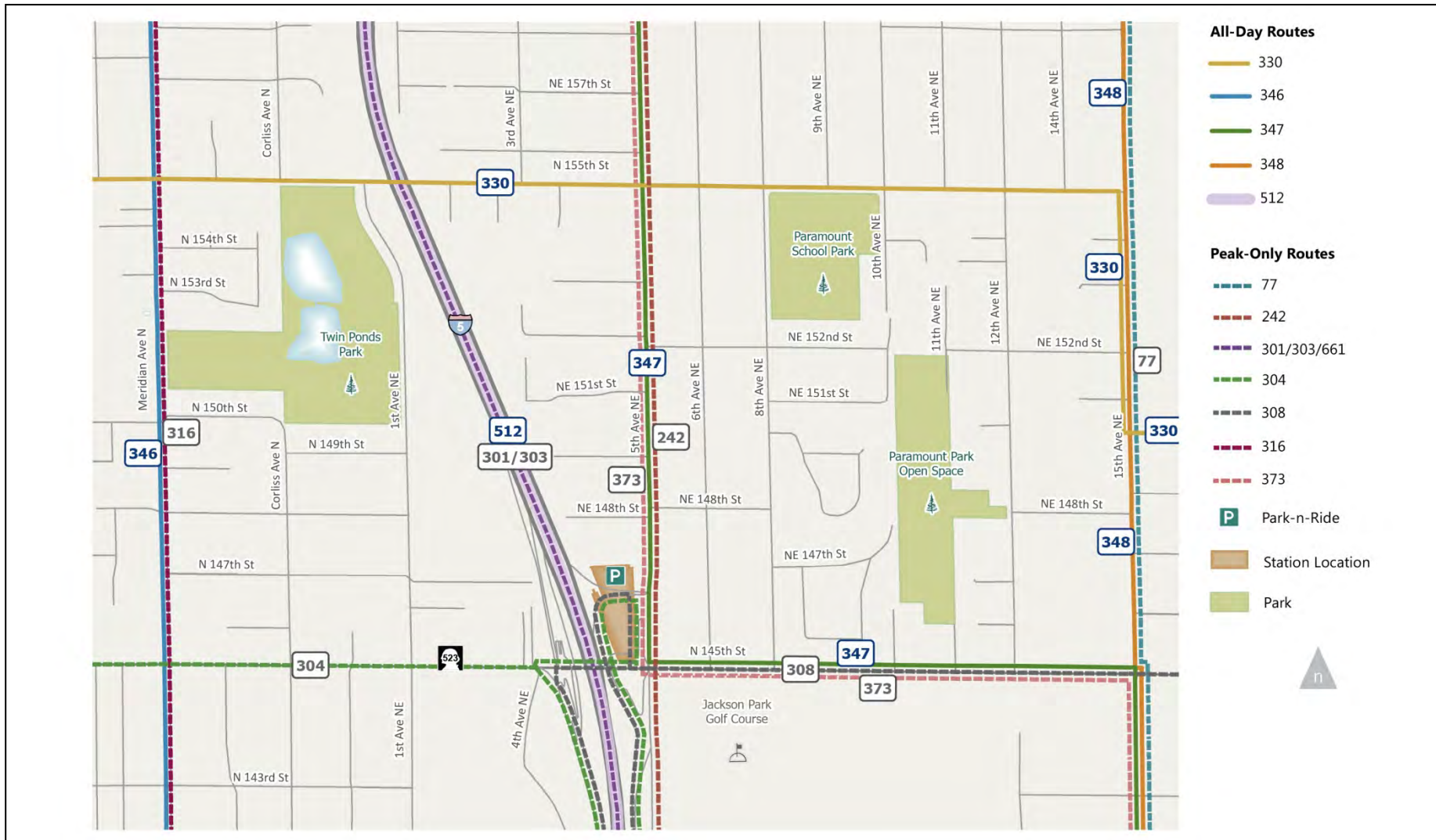
Source: King County Metro, 2015

* This route provides bi-directional service during the a.m. and p.m. peak periods. Currently 5 out of 18 trips stop at the 145th Street freeway station during the peak periods.

** One outbound trip to Shoreline after 6 pm.

*** Route ST522 does not serve the subarea directly but provides service directly east of the subarea

Figure 3.3-5 Existing Transit Service



Existing Parking Conditions

Existing On-Street Parking Conditions

A substantial portion of the mobility study area is residential in character and does not have on-street parking restrictions. Streets within the study area where parking is restricted include the main corridor of N/NE 145th Street, portions of 1st Avenue NE between N 145th Street and N 155th Street, 5th Avenue NE south of the I-5 northbound on-ramp, and 15th Avenue NE between NE 145th Street and NE 155th Street. The Lynnwood Link FEIS evaluated parking supply and utilization for an area within a quarter-mile of the proposed station⁵. The study determined that there were 450 unrestricted on-street spaces and 350 off-street spaces in total with a utilization rate of 27 percent for the on-street spaces and 71 percent for the off-street locations. A later section on planned improvements provides a summary of the parking mitigation identified in the Lynnwood Link FEIS.

Due to the limitations of the midday evaluation and the geographic area covered, a qualitative assessment was conducted for the Shoreline 145th Street Station Subarea Plan FEIS during the periods in which residential on-street parking utilization is typically higher, such as evenings and weekends⁶. Within the study area, there are approximately 1,950 on-street spaces available. Utilization was observed to be between approximately 10 percent and 20 percent for a majority of the non-arterial streets, with higher utilization of 20 and 30 percent observed along 6th Avenue NE.

⁵ Data were collected mid-week in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

⁶ Observations were conducted December 2014 on a Sunday between 7 am and 8 am.

Park-and-Ride Facilities

King County Metro owns and operates the 68 space North Jackson Park park-and-ride lot at 14711 5th Avenue NE. This lot generally is 100% utilized.⁷ As part of the Lynnwood Link Extension Preferred Alternative, a 500 space parking garage will be located on the eastern edge of I-5 just north of NE 145th Street in the WSDOT right-of-way and the existing park-and-ride area. The Lynnwood Link FEIS assumed that the garage would be fully utilized during the daytime hours. During the PM peak hour, it was estimated that 180 vehicles would exit the garage and 45 would enter. During the AM peak hour, it was estimated that 200 vehicles would enter the garage and 50 would exit.⁸

⁷ King County Metro Park and Ride utilization report Second Quarter 2014

⁸ Vehicle volume estimates provided from the Lynnwood Link DEIS

Existing Pedestrian and Bicycle Facilities

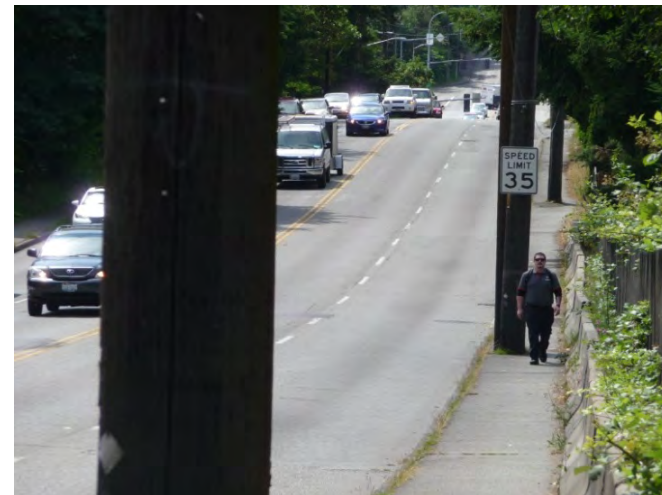
Existing Conditions

Bicycle and pedestrian facilities are located sporadically throughout the mobility study area. **Figure 3.3-6** details the current sidewalk and bicycle infrastructure. Sidewalks exist on both sides of most arterial streets including Meridian Avenue N, 5th Avenue NE, 15th Avenue NE, N/NE 145th Street, and N/NE 155th Street. The quality and condition of these sidewalks varies throughout the subarea. The sidewalks along N/NE 145th Street are typically less than five feet wide, provide little buffer from heavy vehicle traffic, are in various states of repair, and are constricted by utility poles. The only existing bicycle facilities within the study area are on N/NE 155th Street between Meridian Avenue N and 5th Avenue NE, and on 15th Avenue NE between NE 150th Street and NE 155th Street (these facilities continue beyond the study area boundary). Currently there is not a direct bicycle connection to the proposed station site.

The neighborhoods within the subarea were primarily developed from the 1940s through the 1970s when the area was part of unincorporated King County. The street standards at that time did not require sidewalks, and as such, most of the non-arterial streets today do not have them. This is also true of bicycle lanes, which are not provided on non-arterial streets.

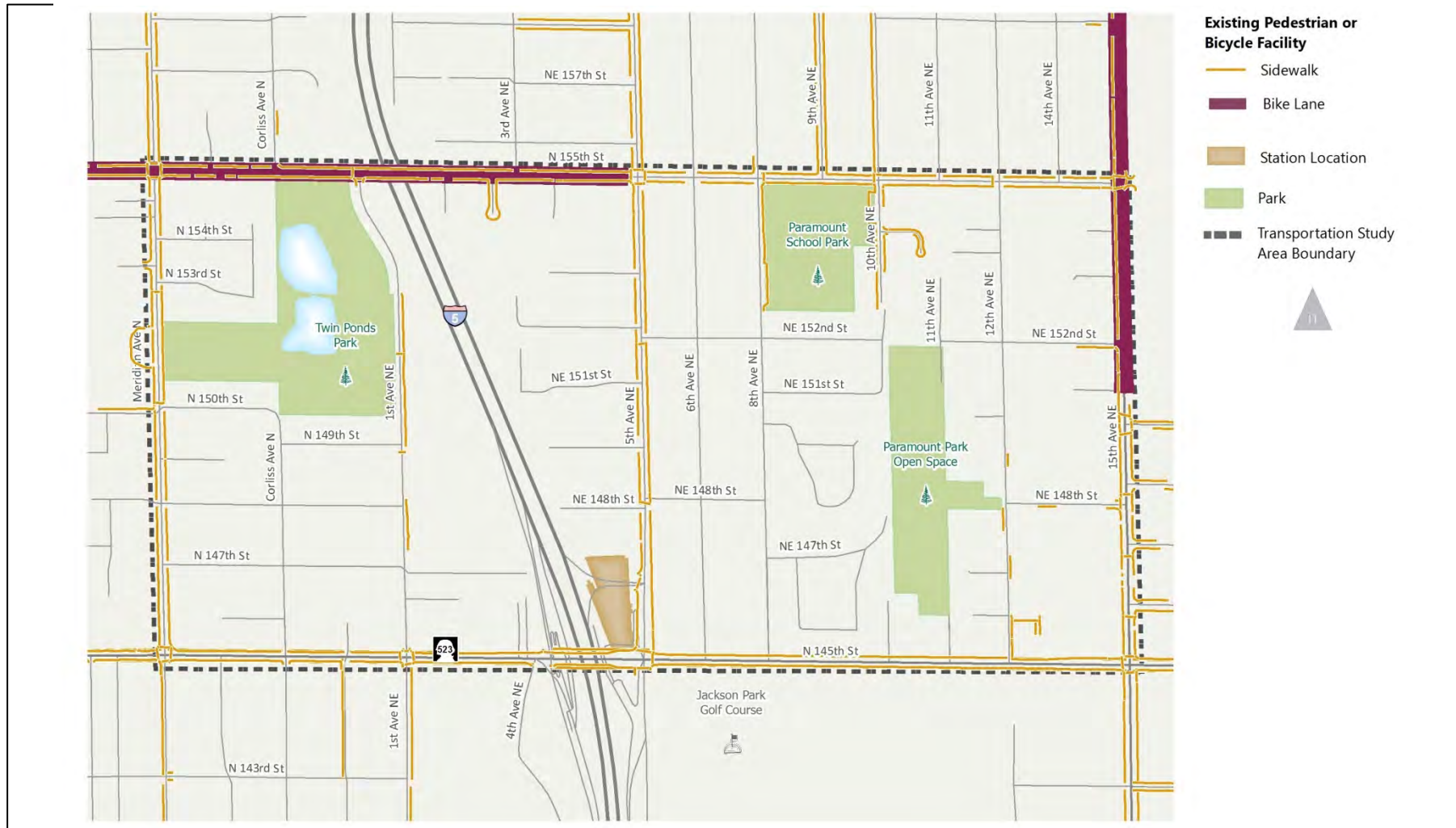
When the City of Shoreline incorporated in 1995, it assumed jurisdiction of the study area. The City works with the community to identify and prioritize capital transportation and infrastructure improvements throughout the city through development of the TMP, Transportation Improvement Plan, and Capital Improvement Plan.

I-5 presents a barrier for east-west bicycle and pedestrian travel, as there are only two crossings within the study area and they are approximately one-half mile apart. Bicycle lanes and sidewalks are present at N 155th Street. At the NE 145th Street interchange, the existing bridge has narrow, curbside sidewalks and no bicycle facilities. These minimal facilities, combined with heavy traffic volumes, the need for pedestrians to cross freeway on- and off-ramps, and limited north-south crossings, create an uncomfortable environment for pedestrians and bicyclists.



Narrow and non-ADA compliant sidewalk facilities along NE 145th Street near 10th Avenue NE

Figure 3.3-6 Existing Pedestrian and Bicycle Facilities



*Bike lanes on NE 155th Street between 5th Avenue NE and 15th Avenue NE will be completed within the 2016/2017 timeframe

Planned Multimodal Transportation Improvements

Pedestrian and Bicycle Improvements

The 2011 TMP identified a number of improvements to address the pedestrian and bicycle connectivity challenges described in the previous subsection. **Figure 3.3-7** highlights the planned bicycle improvements. **Figure 3.3-8** details the Pedestrian System Plan, as identified in the TMP. Within the study area, the Bicycle System Plan recommends adding bicycle lanes along 5th Avenue NE, Meridian Avenue NE, and an extension of the current bicycle lanes along NE 155th Street to 15th Avenue NE. The extension of the bicycle lanes on NE 155th Street east of 5th Avenue NE, as well as bicycle lanes on NE 150th Street between 15th Avenue NE and 25th Avenue NE are part of the Interurban / Burke-Gilman Trail Connectors project that is specified in the 2016-2021 Capital Improvement Program and scheduled for completion in 2016. Bicycle lanes along Meridian Avenue NE and 5th Avenue NE are scheduled for completion at a later date.

The Pedestrian System Plan specifies sidewalk facilities for the minor and collector arterials in the study area, including 1st Avenue NE, 5th Avenue NE, 15th Avenue NE, Meridian Avenue NE, and NE 155th Street. While several of these streets already have sidewalks, many do not comply with the City's existing standards for materials, width and/or amenity zones. The 145th Street Multimodal Corridor study addressed sidewalk standards along N/NE 145th Street in addition to bicycle connections in the area. Details of this study are provided in a later section.

Vehicle Traffic Improvements

Figure 3.3-9 highlights projects identified in the TMP as well as in the Lynnwood Link FEIS that are needed to accommodate future

planned growth and maintain the City's adopted transportation level of service standard. The TMP calls for the reconfiguration of Meridian Avenue N to allow for a two-way left turn lane from N 145th Street to N 205th Street. NE 155th Street would have a similar treatment, extending the current 3-lane profile from 5th Avenue NE to 15th Avenue NE. Potential traffic improvements listed in Sound Transit's Lynnwood Link FEIS related to a 145th Street station alternative are summarized below. It should be noted that the City of Shoreline has not agreed that these improvements are adequate mitigation for the proposed station.

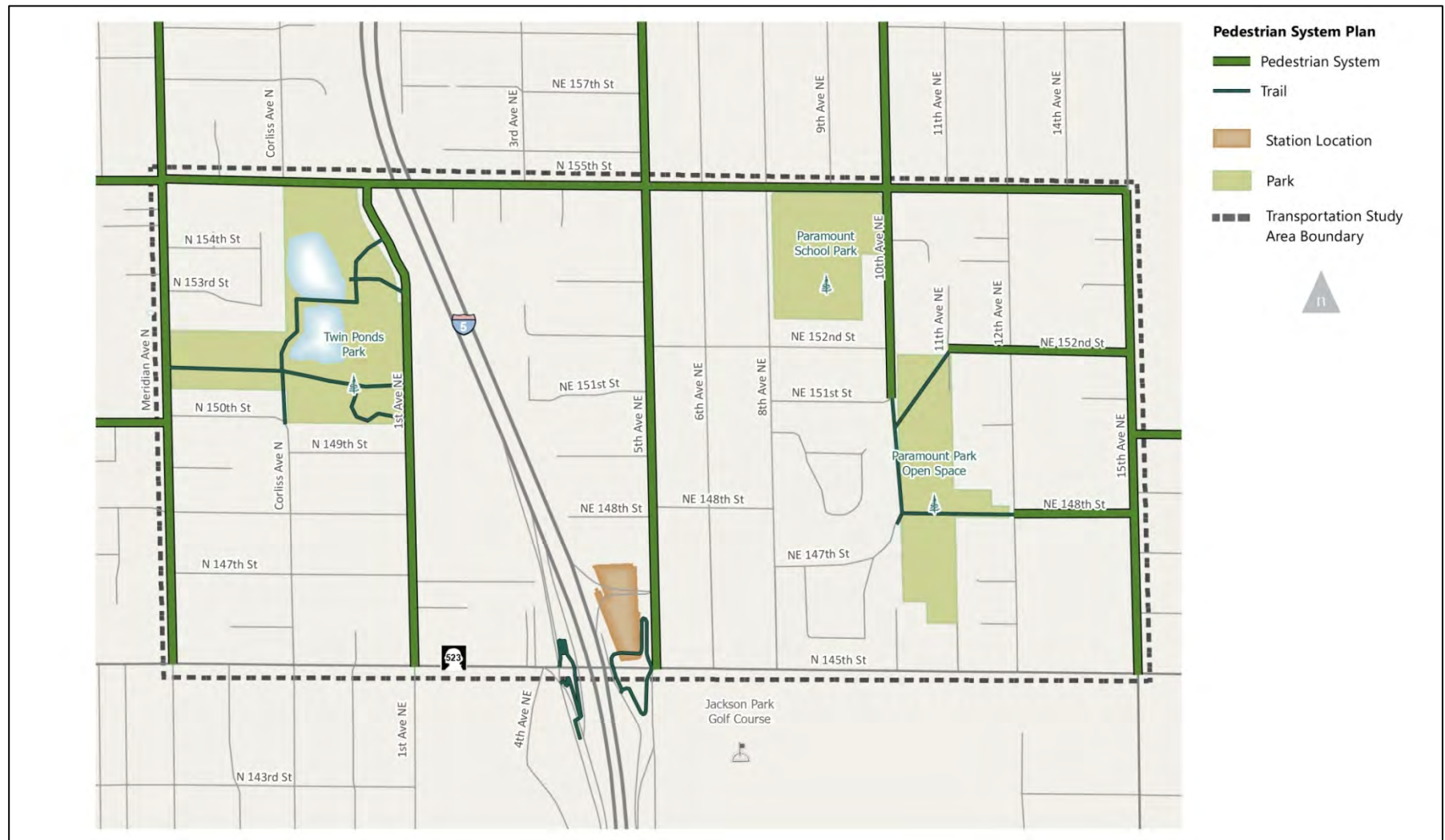
- 5th Avenue NE: Two-way left-turn lane between NE 145th Street and the park-and-ride entrance along 5th Avenue NE
- 5th Avenue NE / I-5 northbound on-ramp: Relocate the on-ramp and intersection to the north of the proposed station parking garage and signalize the intersection
- NE 145th Street / 5th Avenue NE: Add a protected northbound right-turn phase. Add a protected westbound to northbound right-turn lane
- NE 145th Street / 12th Avenue NE: Add a short refuge area on NE 145th Street for eastbound approach

Additional improvements along N/NE 145th Street were identified in the 145th Street Multimodal Corridor Study and were incorporated into the transportation mitigation measures. Details of these improvements are included in a later section.

Figure 3.3-7 Bicycle System Plan from the Transportation Master Plan

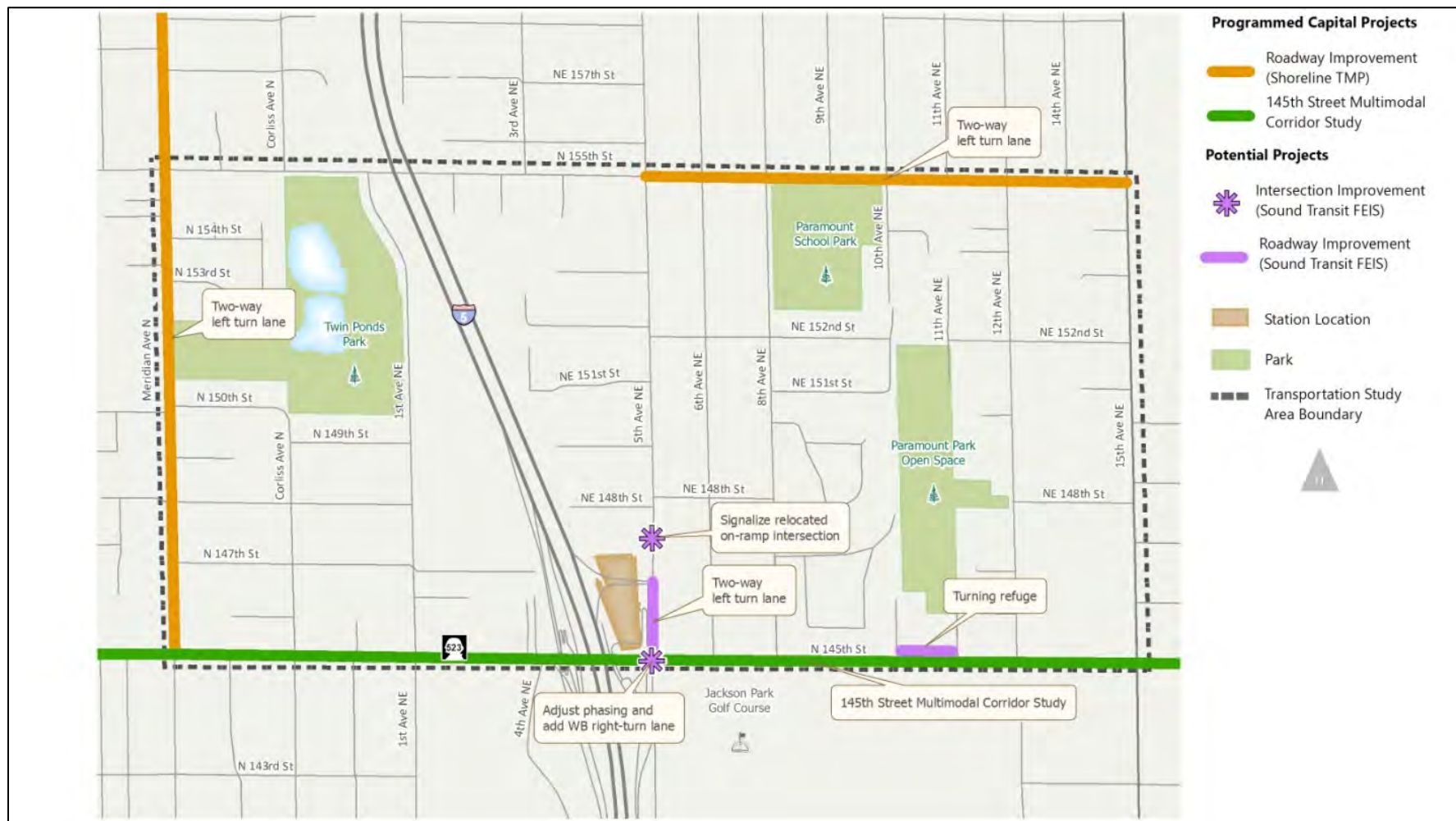


Note: Improvements identified in the 145th Multimodal Corridor Study are detailed in a later section

Figure 3.3-8 Pedestrian System Plan from the Transportation Master Plan

Note: Improvements identified in the 145th Multimodal Corridor Study are detailed in a later section

Figure 3.3-9 Roadway Improvements to Accommodate Growth Identified in the Transportation Master Plan, Sound Transit Lynnwood Link Extension Final Environmental Impact Statement



*Note that the City of Shoreline has not agreed that the improvements identified in the ST FEIS are adequate mitigation for the proposed station.

3.3.2 Analysis of Potential Impacts

Introduction

A key function of the FEIS process is to understand the effects of changes in land use on the transportation environment at the macro or cumulative level. However, it is worth noting that information regarding specific impacts and mitigations will also be generated at the project level. This FEIS analysis evaluates the overall transportation system as impacted by potential zoning changes in order to understand the relative need for transportation investment in the subarea. Some of this investment will be in the form of City-sponsored capital projects; some will come from project proponents, including Sound Transit and developers. This FEIS analysis is the first step in a detailed process that allows for development to be proposed under new zoning. Proposed development in the subarea that triggers certain thresholds would require additional traffic modeling in order to identify the appropriate mitigations to support a new development. With each step in the process, the City would monitor the state of the transportation system, including vehicle, bicycle, pedestrian, and transit operations along with parking demand and supply.

It is important to understand that full build-out under the action alternatives may take at least 55 years with forecast levels of yearly growth in housing and employment. This section describes potential impacts at this full level of growth in order to understand the relative change to the transportation environment.

The section includes a description of the forecast methodology as well as a detailed account of the results of the transportation

impact analysis. A later section details a shorter 20-year timeframe for each action alternative that evaluates a phased approach to zoning to understand the near-term level of transportation investment expected.

The four alternatives evaluated during this process included:

- **Alternative 1—No Action**, which assumes that there would be minimal growth within the subarea based upon existing zoning designations with the total forecast of 4,600 households and 2,325 jobs.
- **Alternative 2—Connecting Corridors**, which envisions an additional 9,835 households and 9,422 jobs in the subarea above Alternative 1, building out over a 60 to 94 year horizon.
- **Alternative 3—Compact Community**, which envisions an additional 10,670 households and 7,314 jobs in the subarea above Alternative 1, building out over a 63 to 98 year horizon.
- **Alternative 4—Compact Community Hybrid**, which envisions an additional 8,886 households and 8,685 jobs in the subarea above Alternative 1, building out over a 55 to 87 year horizon.

Forecasts

Baseline Forecasts

In order to determine the transportation-related impacts of the various action alternatives, traffic volumes were forecasted based on changes in development intensity within the subarea. The 2011 TMP update included forecasts of year 2030 traffic volumes.

However, these forecasts were based on a transit-oriented land use scenario in which much of the city's future housing and employment growth was directed to multiple transit nodes within the city, including the 145th Street Station subarea.

Because current zoning is geared toward less transit-oriented uses (such as single family and other lower intensity development), the travel model developed for the 145th Street Station Subarea Plan FEIS was re-run utilizing a "Dispersed" land use scenario, which directed future growth more evenly throughout the city based on existing zoning and observed development patterns. The travel model provided forecast traffic volumes for year 2030 and traffic volumes were then increased by 0.5 percent to reflect estimated 2035 volumes in order to be consistent with the land use horizon year. These revisions to the travel model allow for a true "no action" alternative as a baseline for analyzing the potential impacts of the proposed land use changes in the subarea.

To analyze how the three action alternatives (Alternatives 2, 3, and 4) would result in different travel patterns due to their mix of land uses and connectivity, the project team used an innovative trip generation analysis technique known as the mixed-use development (MXD) model. The MXD model is based on a growing body of research that focuses on the relationship between travel and the built environment. This method supplements conventional trip generation methods to capture effects related to built environment variables (known as the Ds) including **density**, **diversity** of land uses, **destinations** (accessibility), **development** scale, pedestrian and bicycle **design**, **distance** to transit services, and **demographics**. The proposed height and density alternatives in the 145th Street Station Subarea incorporate changes in a number of these variables that, in turn,

would influence the neighborhood's travel characteristics. In short, places with higher densities, a rich variety of land uses close to one another, and high quality pedestrian, bicycle, and transit environments have lower vehicle trip generation rates. People have more choices in terms of both the travel mode as well as how far they must travel to reach various destinations. The MXD method provides a more reasonable picture of how travel characteristics change over time by avoiding overestimates of the number of vehicle trips that infill projects generate.

The MXD method was applied to the station subarea to calculate the number of walking, biking, transit and automobile trips generated from new development. **Table 3.3-5** highlights the mode split of the PM peak hour trips generated by full development within the subarea. As the table shows, the proposal to increase land use intensity for the Connecting Corridors, Compact Community, and Compact Community Hybrid Alternatives results in a higher proportion of short distance trips that could be made via walking, biking, and transit. Due to the more compact nature of the Compact Community and Compact Community Hybrid Alternatives, a higher percentage of trips would be internal, and would remain within the subarea as compared to the Connecting Corridors Alternative.

To evaluate how streets and intersections in the study area would operate under each of the alternatives, traffic volume estimates were developed with the following methodology. For the No Action Alternative, traffic

The MXD analysis is a method for vehicle trip forecasting that more accurately reflects the number of trips that can be completed within a given subarea due to complementary land uses such as residential and retail.

volumes were generated from the “Dispersed” land-use model. Because the action alternatives include housing and job totals that are greater than the No Action alternative, the analysis for each of the action alternatives utilized the No Action traffic volumes plus the additional auto trips related to the land use changes for that alternative. The growth in trips was calculated using the MXD model recognizing a much higher portion of trips would be made by non-auto modes. Note that distribution of trips for all alternatives was based on existing travel patterns and expected shifts as a result of regional traffic growth.

The MXD method was also applied to the alternatives to evaluate transportation-related greenhouse gas (GHG) emissions associated with each. This GHG calculation considers emissions from motor vehicles only and does not include other emissions related to the built environment. While the three action alternatives result in more GHG emissions than the No Action Alternative, it should be noted that the No Action Alternative assumed substantially less overall housing and employment. On a per capita basis (per 100 households), all three action alternatives have lower transportation-related GHG emissions than the No Action Alternative.

These estimates are confirmed by outside studies that have concluded on average, denser mixed-use development generates 20 to 60 percent less greenhouse gas emissions per unit when compared to less dense development. To provide a more even comparison amongst the alternatives, a version of the “Dispersed” land-use model was run with housing and employment growth equivalent to the Compact Community Alternative. Under this scenario, the built environment would be similar to the No Action Alternative, which is less conducive to biking, walking, and transit and results in more overall vehicle

travel. Similarly, this scenario would generate much higher levels of transportation-related GHG-emissions, as shown in **Table 3.3-5**. The forecast mode splits, trips generated and GHG emissions also are identified in **Table 3.3-5**.

Roadway Improvement Assumptions

The TMP planned transportation projects and the projects from the Lynnwood Link FEIS outlined in the previous section were considered in all of the future year alternatives (no action and action). These improvements included:

- 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 northbound on-ramp: Relocation of the on-ramp and intersection to the north and signalize the intersection
- NE 145th Street / 5th Avenue NE: Add a protected westbound to northbound right-turn lane

Table 3.3-5 Percentage of Trips by Mode and GHG Emissions

Alternative	External ⁹ Walk/Bike Trips	External Transit Trips	Internal Trips	External Auto Trips	Total PM Peak Trips Generated	External PM Auto Trips Generated	Per Capita GHG (metric tons / 100 households)
Alternative 1 - No Action	4%	5%	15%	76%	6,261	4,756	3.6
Alternative 2 - Connecting Corridors	14%	10%	21%	55%	20,700	11,408	2.4
Alternative 3 - Compact Community	12%	10%	23%	55%	17,894	9,978	2.0
Alternative 4 – Compact Community Hybrid	12%	10%	23%	55%	18,061	10,160	2.6
Dispersed Land-Use Model with Alternative 3 Population/Job totals	4%	5%	15%	76%	17,894	13,599	7.1

⁹ External trips are assumed to start or end outside of the study area. By contrast, internal trips both start and end within the study area.

Alternative 1—No Action

Street Access and Circulation

With no change in land use zoning, the current street access and circulation network would remain for Alternative 1—No Action.

Traffic Impact Analysis

Under Alternative 1—No Action, most signalized intersections would meet the WSDOT, City of Seattle, and City of Shoreline LOS standards even with an increase in their average delay. These intersections are shown in **Figure 3.3-10** and **Table 3.3-6**. While some intersections along the 145th corridor would operate at LOS E, the intersection at N 145th Street and 15th Avenue NE would operate at LOS F under this alternative due to added delay for the eastbound approach, the northbound approach, and the left turning movement of the westbound approach.

Average Daily Traffic Volumes on Major Corridors

As shown in **Table 3.3-7**, average daily traffic volumes and congestion under Alternative 1—No Action are expected to grow along major roadway segments compared to today. **Figure 3.3-11** shows expected traffic volumes on roadways and the projected V/C ratios on principal and minor arterials within the subarea. 5th Avenue would operate at a V/C ratio of .96, while N/NE 155th Street and Meridian Avenue N would remain within the City's adopted threshold of .90. Note that 15th Avenue between 150th Street and 155th Street has a concurrency threshold of 1.10 as specified in the Transportation Master Plan.

Vehicle-Miles-Traveled and Greenhouse Gas Emissions

Based on the land use forecasts, the total vehicle-miles-traveled (VMT) generated from existing and future development within the subarea would amount to roughly 227,000 miles per day. This is based on a continuation of existing land-use patterns and current zoning. The suburban nature of development constrains the amount of trips that can be completed via non-auto modes such as walking, bicycling, or transit because of the long distances between origins and destinations. In total, future land uses within the subarea would generate roughly 165 metric tons of carbon dioxide (CO₂) per day from additional transportation demand. In comparison, a similar amount of housing and retail with a density proposed in the Connecting Corridors Alternative would generate approximately 22,000 fewer daily VMT and 25 fewer metric tons of CO₂ per day.

Transit Service and Mobility

Under the Alternative 1—No Action, planned enhancements to bus service would likely be incremental, as the existing land uses and densities would not support major increases in transit service frequency. While the future light rail station would provide regional mobility, local bus service would primarily function to transport passengers to and from outside of the station subarea. The increased traffic along N/NE 145th Street may have an impact on overall transit reliability without any mitigating measures, such as transit signal priority, queue jumps, or other intersection treatment.

Parking Conditions

Based on current supply and the expected limited growth in demand in the mobility study area, peak parking demand generated by land uses in the study area is forecast to be approximately 5,400 spaces.

The parking minimums articulated in City Code specify that any new development of single-family residential uses would be built with two spaces per unit. The Code also requires that any new development in retail or other commercial-related land use must provide one space per 300 to 400 feet of leasable space and this would be accommodated on-site. With little opportunity for development of complementary uses, the amount of parking that could be shared would be limited.

With the addition of light rail service and the 500-space parking garage in 2023, the Lynnwood Link FEIS stated that Sound Transit would work with local jurisdictions to evaluate and, if necessary, implement hide-and-ride mitigation (hide-and-ride parking occurs when transit user park in neighborhoods surrounding transit stations). Sound Transit would inventory on-street parking around the station before and after the start of light rail revenue service, and would then work with the local jurisdictions to determine where mitigation measures would be needed. Potential parking control measures include parking meters, restricted parking signage, passenger and truck load zones, and residential parking zone programs.

Pedestrian and Bicycle Mobility

Under the Alternative 1—No Action, the pedestrian and bicycle environment would improve with the planned improvements

specified in the TMP. However, the dispersed land use would limit the amount of trips that could be completed via bicycling or walking.

Bicyclists could utilize N/NE 155th Street and 5th Avenue NE in order to connect to the station from the east and west. In a later section, the 145th Street Multimodal Corridor Study recommendations address the east-west gap on 145th across I-5 due to the lack of facilities along 145th Street and the barrier created by I-5.

**Table 3.3-6 PM Peak Period Intersection Level of Service
for Alternative 1—No Action**

Signal Type	Intersection	Existing LOS	Existing Delay (sec. / veh.)	No Action LOS	No Action Delay (sec. / veh.)
Signalized	145th St / Meridian Ave	B	16	D	55
Signalized	145th St / 1st Ave	B	18	E	57
Signalized	145th St / SB I-5	D	46	E	66
Signalized	145th St / 5 th Ave	D	42	F	81
Signalized	5th Ave / I-5 NB On-ramp	A	<10	A	<10
Signalized	145th St / 15th Ave	E	60	F	94
Signalized	150th St / 15th Ave	B	16	C	21
Signalized	155th St / 15th Ave	C	30	D	37
Signalized	155th St / 5th Ave	B	10	B	17
Unsignalized	155th St / 1st Ave	C	21	E	49
Signalized	155th / Meridian Ave	B	14	C	27

Note: Level of Service results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study

Figure 3.3-10 Intersection Level of Service (Alternative 1—No Action)

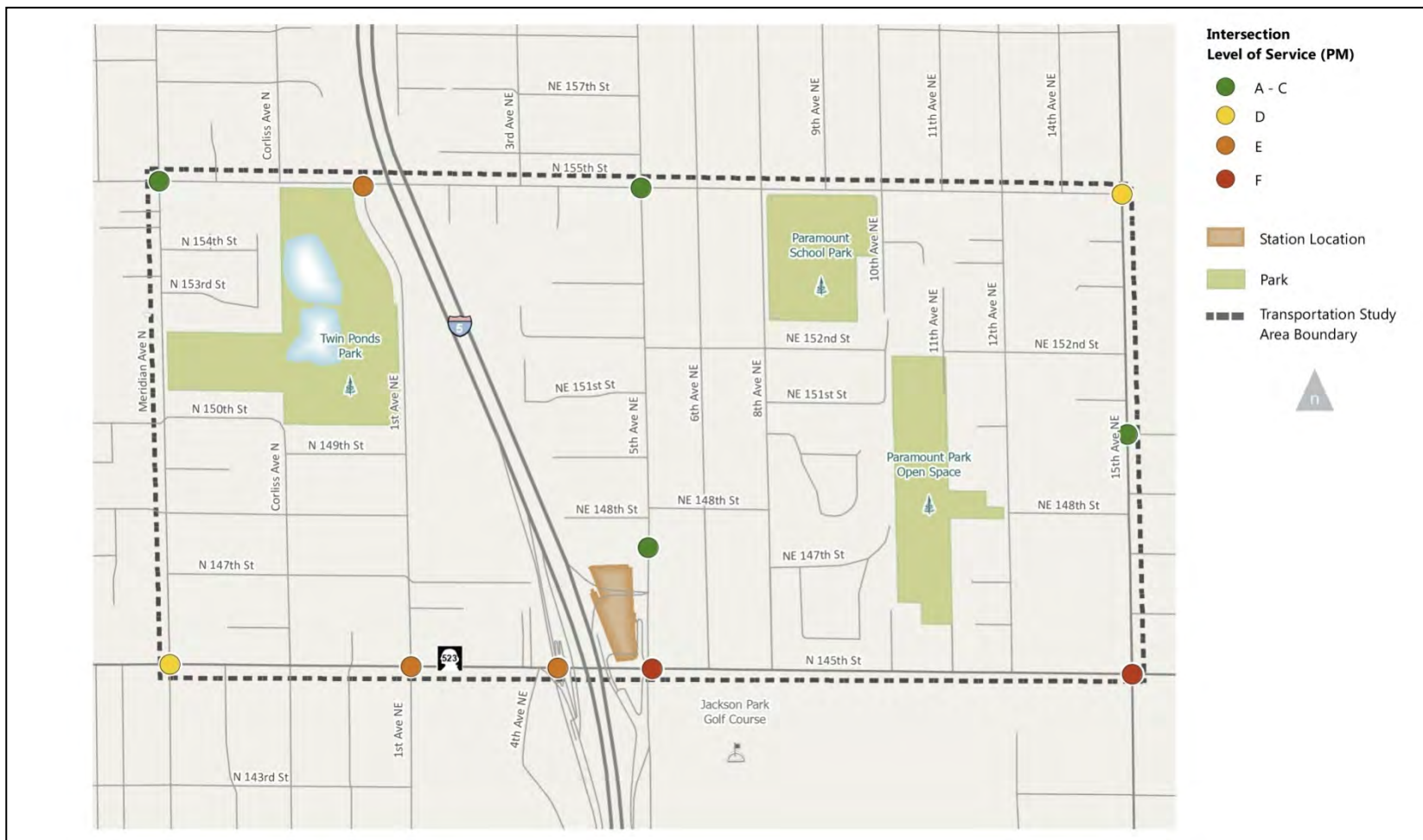


Table 3.3-7 Average Daily Traffic Volumes and PM Peak Period Congestion for Alternative 1—No Action

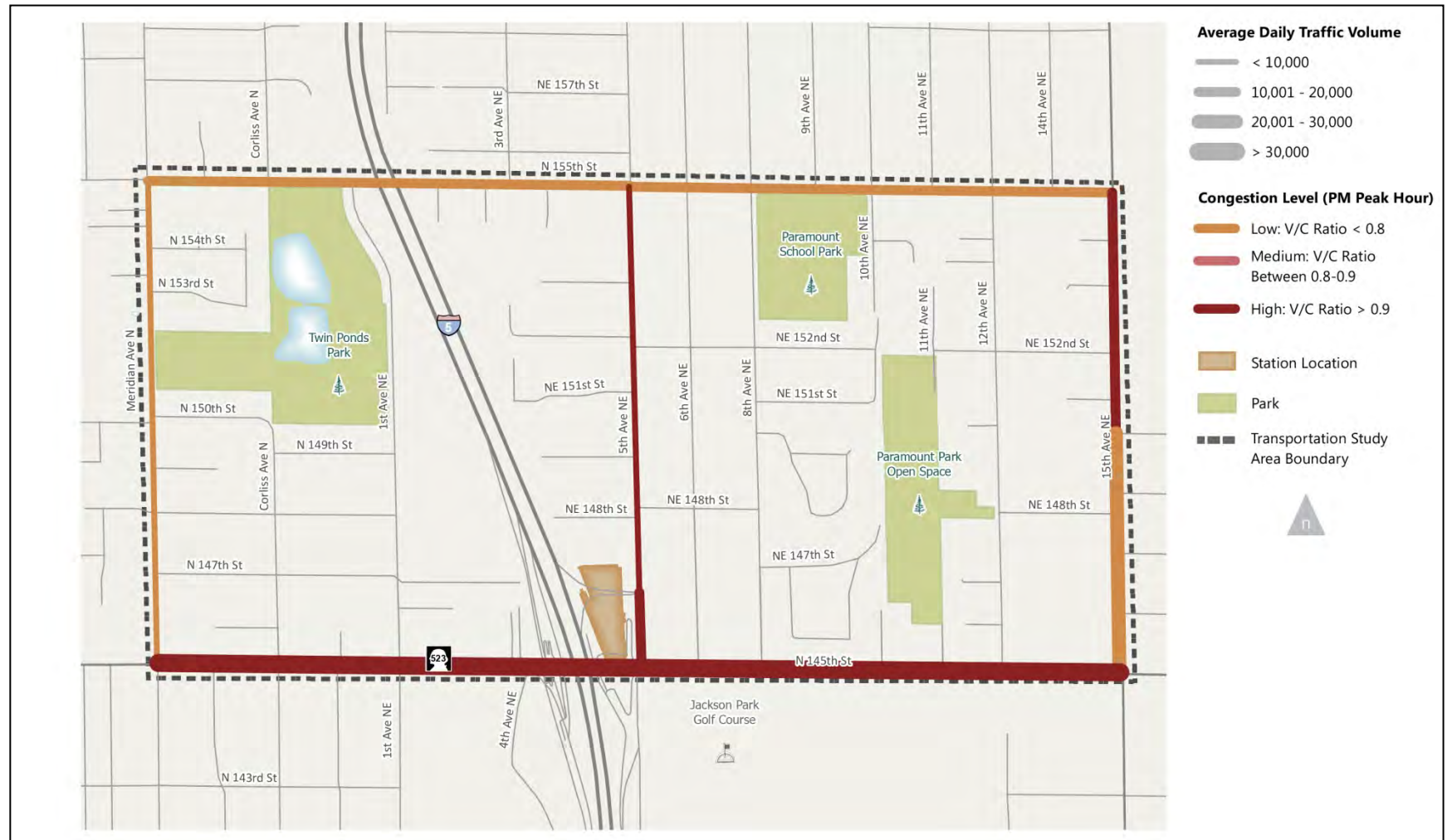
Street	Segment	Existing ADT	No Action ADT	Existing PM Peak Hour Volume ¹⁰	No Action PM Peak Hour Volume ¹⁰	No Action V/C Ratio
East-West Corridors						
N/NE 145th Street*	West of I-5	25,240	30,430	1,331	1,650	1.00
NE 145th Street*	East of I-5	31,790	37,650	1,431	1,630	0.99
N 155th Street	West of I-5	11,640	14,920	538	700	0.73
NE 155th Street	East of I-5	9,900	12,380	486	610	0.64
North-South Corridors						
5th Avenue NE*	I-5 NB on-ramp to 155th Street	7,170	9,230	530	670	0.96
15th Avenue NE	145th to 150th Street	16,130	20,060	1,038	1,290	0.65
15th Avenue NE**	150th to 155th Street	14,240	18,640	881	1,150	0.96
Meridian Avenue N	145th to 155th Street	6,220	9,310	392	650	0.78

* N/NE 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

** The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

Note: Traffic volumes and congestion level results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study

¹⁰ One-directional volume only, signifying the direction with the highest volume

Figure 3.3-11 Average Daily Traffic and PM Peak Congestion (Alternative 1—No Action Full Build-out)

Note – N/NE 145th Street and the portion of 5th Avenue NE between N 145th Street and the I-5 on-ramp are not currently subject to City V/C standards

Alternative 4—Compact Community Hybrid

Street Access and Circulation

Similar to Alternative 2 and Alternative 3, changes in land use zoning, parcel consolidation and redevelopment would allow for the creation of new streets and paths along with the consolidation of access points along 5th Avenue NE, N/NE 155th Street and N/NE 145th Street. The area would still be constrained by I-5, with east-west connections limited to N/NE 145th Street and N/NE 155th Street.

Traffic Volumes

Under Alternative 3—Compact Community, with full build-out of the proposed zoning, most intersections would fail to meet City and WSDOT standards for LOS, operating at LOS E or F as shown in **Figure 3.3-16** and **Table 3.3-12**. Intersections along N/NE 145th and N/NE 155th Street would experience a large increase in average vehicle delay due to additional vehicle trips generated by development proposed under Alternative 4—Compact Community Hybrid. Provision of internal circulation routes, which consolidate access, would potentially lessen intersection and roadway impacts. The improvements needed to mitigate these impacts are described later in this document.

Average Daily Traffic Volumes on Major Corridors

Similarly, the increase in

Collector Arterials and local secondary streets (such as 1st Avenue NE, 8th Avenue NE, and 10th Avenue NE) were not explicitly analyzed since they are not subject to the City's concurrency standard for V/C ratios. As future travel patterns change, some of these streets may be candidates for potential traffic calming measures or for reclassification.

trips generated within the study area would result in substantial growth in ADT volumes along roadway corridors as shown in **Table 3.3-13** and **Figure 3.3-17**. N/NE 145th Street, N/NE 155th Street, Meridian Avenue N, 5th Avenue NE, and 15th Avenue NE would all experience a large increase, with growth between 50 and 170 percent as compared to the No Action Alternative. V/C ratios for all of the major corridors would exceed .90 during the PM peak period.

Vehicle-Miles-Traveled and Greenhouse Gas Emissions

Based on the land use forecasts, the total VMT generated from land uses within the subarea under Alternative 4—Compact Community Hybrid would amount to roughly 551,000 miles per day. In total, future land use and transportation would generate roughly 2.6 metric tons of CO₂ per 100 households per day under Alternative 3—Compact Community. In comparison, a similar amount of housing and retail with a density similar to Alternative 1—No Action would generate approximately 718,000 daily VMT and 3.6 metric tons of CO₂ per 100 households per day based on existing land use patterns and the anticipated amount of driving.

Transit Service and Mobility

The higher density provided under Alternative 4—Compact Community Hybrid would support more robust public transit service within the subarea. The TMP recommends that frequency of service could be improved to enable more frequent connections to the proposed light rail station, including service on existing routes and newly directed feeder service to the station. The Metro Connects Long Range Plan identifies two frequent service routes and one Bus Rapid Transit route that would connect to the station by 2025, with three frequent routes planned for 2040. The substantial growth in vehicle traffic would

impact overall transit speed and reliability along N/NE 145th Street, N/NE 155th Street, Meridian Avenue N, 5th Avenue NE, and 15th Avenue NE. King County Metro, Sound Transit, and the work from the 145th Street Multimodal Corridor Study identified recommendations to ensure that transit operates efficiently to connect the area to the light rail station.

Parking Conditions

Within the subarea, peak parking demand generated by new development is expected to be approximately 26,300 spaces more than the Alternative 1—No Action quantity of 5,400 (a total of 31,700), with a higher concentration near retail-uses. Based on current parking minimums, the total supply expected in the subarea would be 32,200. Estimated parking supply values are based on forecasted housing units and jobs and the current parking minimums in the Code associated with development.

The City would continue to monitor parking demand and supply with changes in development. If demand for parking exceeds supply, the City may look to mitigation measures such as residential parking zones and priced parking for retail uses. If excess parking is available, they City may allow for reductions in parking supply if opportunities exist to share excess parking and to capitalize on high capacity transit.

With the addition of light rail service and the 500-space parking garage in 2023, the Lynnwood Link FEIS stated that Sound Transit would work with local jurisdictions to evaluate and, if necessary, implement hide-and-ride mitigation (hide-and-ride parking occurs when transit user park in neighborhoods surrounding transit stations). Sound Transit would inventory on-street parking around the station before and after the start of light rail revenue service, and would then work with the local jurisdictions to

determine where mitigation measures would be needed. Potential parking control measures include parking meters, restricted parking signage, passenger and truck load zones, and residential parking zone programs.

Pedestrian and Bicycle Mobility

Pedestrian and bicycle mobility should improve as new sidewalk and bicycle facilities are installed with new development. Consolidation of parcels may allow for nonmotorized paths to close current gaps in the roadway network. Alternative 4—Compact Community Hybrid is more conducive to walk and bike trips compared to Alternative 2—Connecting Corridors due to a higher density of land use in a smaller area. However, a substantial increase in traffic volumes in the subarea may increase overall bicycle stress for a number of roadway segments including along N/NE 145th Street, N/NE 155th Street, Meridian Avenue NE, 5th Avenue NE, and 15th Avenue NE. This may require more separated facilities, such as off-street trails or cycle tracks to make cycling a more comfortable experience for most riders. Detailed in a later section, the 145th Street Multimodal Corridor Study recommendations provide an off-street bicycle network that serves to connect riders through the area via alternative streets and paths.

**Table 3.3-8 PM Peak Period Intersection Level of Service
for Alternative 4—Compact Community Hybrid (Full Build-Out)**

Signal Type	Intersection	Existing LOS	Existing Delay (sec. / veh.)	No Action LOS	No Action Delay (sec. / veh.)	Compact Community Hybrid LOS	Compact Community Hybrid Delay (sec. / veh.)
Signalized	145th St / Meridian Ave	B	16	D	55	F	940
Signalized	145th St / 1st Ave	B	18	E	57	F	>1000
Signalized	145th St / SB I-5	D	46	E	66	F	223
Signalized	145th St / 5 th Ave	D	42	F	81	F	570
Signalized	5th Ave / I-5 NB On-ramp	A	<10	A	<10	D	39
Signalized	145th St / 15th Ave	E	60	F	94	F	310
Signalized	150th St / 15th Ave	B	16	C	21	E	69
Signalized	155th St / 15th Ave	C	30	D	37	F	940
Signalized	155th St / 5th Ave	B	10	B	17	F	>1000
Unsignalized	155th St / 1st Ave	C	21	E	49	F	223
Signalized	155th / Meridian	B	14	C	27	F	570

Notes: Large delay values (over 240 seconds) rounded to the nearest ten; Level of Service results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study

**Figure 3.3-12. Intersection Level of Service
for Alternative 4—Compact Community Hybrid (Full Build-out)**



**Table 3.3-9 Average Daily Traffic Volumes and PM Peak Period Congestion
for Alternative 4—Compact Community Hybrid (Full Build-Out)**

Street	Segment	Existing ADT	No Action ADT	Compact Community Hybrid ADT	No Action PM Peak Hour Volume ¹²	Compact Community Hybrid PM Peak Hour Volume ¹¹	Compact Community Hybrid V/C Ratio
East-West Corridors							
N/NE 145th Street*	West of I-5	25,240	30,430	55,250	1,650	2,920	1.77
NE 145th Street*	East of I-5	31,790	37,650	65,670	1,630	2,760	1.67
N 155th Street	West of I-5	11,640	14,920	40,000	700	1,860	1.95
NE 155th Street	East of I-5	9,900	12,380	20,030	610	940	0.98
North-South Corridors							
5th Avenue NE*	I-5 NB on-ramp to 155th Street	7,170	9,230	15,700	670	1,280	1.83
15th Avenue NE	145th to 150th Street	16,130	20,060	36,760	1,290	2,150	1.07
15th Avenue NE**	150th to 155th Street	14,240	18,640	26,340	1,150	1,540	1.28
Meridian Avenue N	145th to 155th Street	6,220	9,310	23,070	650	1,320	1.58

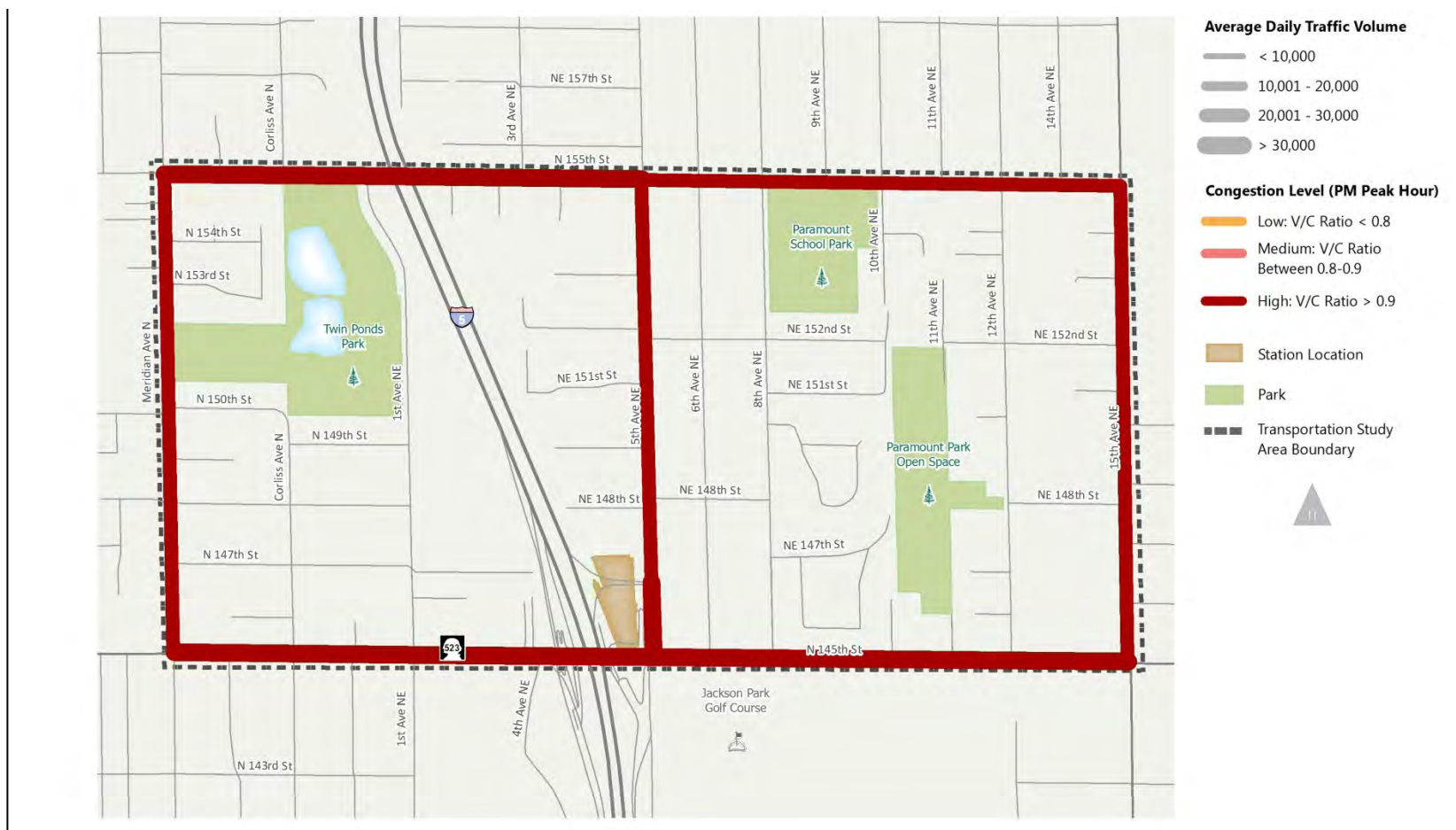
* N/NE 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

** The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

Note: Traffic volumes and congestion level results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study.

¹¹ One-directional volume only, signifying the direction with the highest volume

**Figure 3.3-13. Average Daily Traffic and PM Peak Congestion
Alternative 4—Compact Community Hybrid (Full Build-out)**



Note: Results for traffic volume and congestion do not incorporate the improvements identified in the 145th Street Multimodal Corridor Study

Alternative 3—Compact Community

Street Access and Circulation

Similar to Alternative 2—Connecting Corridors, changes in land use zoning, parcel consolidation and redevelopment would allow for the creation of new streets, alleys and paths along with the consolidation of access points along 5th Avenue NE, N/NE 155th Street, and N/NE 145th Street. The area would still be constrained by I-5, with east-west connections limited to N/NE 145th Street and N/NE 155th Street.

Traffic Volumes

Under Alternative 3—Compact Community, with full build-out of the proposed zoning, most intersections would fail to meet City and WSDOT standards for LOS, operating at LOS E or F as shown in **Figure 3.3-14** and **Table 3.3-10**. Intersections along N/NE 145th and N/NE 155th Street would experience a large increase in average vehicle delay due to additional vehicle trips generated by development proposed under Alternative 3—Compact Community. Provision of internal circulation routes, which consolidate access, would potentially lessen intersection and roadway impacts. The improvements needed to mitigate these impacts are described later in this document.

Average Daily Traffic Volumes on Major Corridors

Similarly, the increase in

Collector Arterials and local secondary streets (such as 1st Avenue NE, 8th Avenue NE, and 10th Avenue NE) were not explicitly analyzed since they are not subject to the City's concurrency standard for V/C ratios. As future travel patterns change, some of these streets may be candidates for potential traffic calming measures or for reclassification.

trips generated within the study area would result in substantial growth in ADT volumes along roadway corridors as shown in **Table 3.3-11** and **Figure 3.3-15**. N/NE 145th Street, N/NE 155th Street, Meridian Avenue N, 5th Avenue NE, and 15th Avenue NE would all experience a large increase, with growth between 40 and 140 percent as compared to the No Action Alternative. V/C ratios for all of the major corridors would exceed .90 during the PM peak period.

Vehicle-Miles-Traveled and Greenhouse Gas Emissions

Based on the land use forecasts, the total VMT generated from land uses within the subarea under Alternative 3—Compact Community would amount to roughly 542,000 miles per day. Per capita, future land use and transportation would generate roughly 2.0 metric tons of CO₂ per 100 households per day under Alternative 3—Compact Community. In comparison, a similar amount of housing and retail with a density similar to Alternative 1—No Action would generate approximately 725,000 daily VMT and 3.0 metric tons of CO₂ per 100 households per day based on existing land use patterns and the anticipated amount of driving.

Transit Service and Mobility

The higher density provided under Alternative 3—Compact Community would support more robust public transit service within the subarea. The TMP recommends that frequency of service could be improved to enable more frequent connections to the proposed light rail station, including service on existing routes and newly directed feeder service to the station. The Metro Connects Long Range Plan identifies two frequent service routes and one Bus Rapid Transit route that would connect to the station by 2025 and three frequent routes by 2040. The substantial growth in vehicle traffic would impact overall transit

speed and reliability along N/NE 145th Street, N/NE 155th Street, Meridian Avenue N, 5th Avenue NE, and 15th Avenue NE. King County Metro, Sound Transit, and the work from the 145th Street Multimodal Corridor Study identified recommendations to ensure that transit operates efficiently to connect the area to the light rail station.

Parking Conditions

Within the subarea, peak parking demand generated by new development is expected to be approximately 28,100 spaces more than the Alternative 1—No Action quantity of 5,400 (a total of 33,500), with a higher concentration near retail-uses. Based on current parking minimums, the total supply expected in the subarea would be 34,000. The City would continue to monitor parking demand and supply with changes in development. If demand for parking exceeds supply, the City may look to mitigation measures such as residential parking zones and priced parking for retail uses. If excess parking is available, they City may allow for reductions in parking supply if opportunities exist to share excess parking and to capitalize on high capacity transit.

With the addition of light rail service and the 500-space parking garage in 2023, the Lynnwood Link FEIS stated that Sound Transit would work with local jurisdictions to evaluate and, if necessary, implement hide-and-ride mitigation (hide-and-ride parking occurs when transit user park in neighborhoods surrounding transit stations). Sound Transit would inventory on-street parking around the station before and after the start of light rail revenue service, and would then work with the local jurisdictions to determine where mitigation measures would be needed. Potential parking control measures include parking meters, restricted parking signage, passenger and truck load zones, and residential parking zone programs.

Pedestrian and Bicycle Mobility

Pedestrian and bicycle mobility should improve as new sidewalk and bicycle facilities are installed with new development. Consolidation of parcels may allow for nonmotorized paths to close current gaps in the roadway network. Alternative 3—Compact Community is more conducive to walk and bike trips compared to Alternative 2—Connecting Corridors due to a higher density of land use in a smaller area. However, a substantial increase in traffic volumes in the subarea may increase overall bicycle stress for a number of roadway segments including along N/NE 145th Street, N/NE 155th Street, Meridian Avenue NE, 5th Avenue NE, and 15th Avenue NE. This may require more separated facilities, such as off-street trails or cycle tracks to make cycling a more comfortable experience for most riders. Detailed in a later section, the 145th Street Multimodal Corridor Study recommendations provide an off-street bicycle network that serves to connect riders through the area via alternative streets and paths.

**Table 3.3-10 PM Peak Period Intersection Level of Service
for Alternative 3—Compact Community (Full Build-Out)**

Signal Type	Intersection	Existing LOS	Existing Delay (sec. / veh.)	No Action LOS	No Action Delay (sec. / veh.)	Compact Community LOS	Compact Community Delay (sec. / veh.)
Signalized	145th St / Meridian Ave	B	16	D	55	F	660
Signalized	145th St / 1st Ave	B	18	E	57	F	820
Signalized	145th St / SB I-5	D	46	E	66	F	250
Signalized	145th St / 5 th Ave	D	42	F	81	F	390
Signalized	5th Ave / I-5 NB On-ramp	A	<10	A	<10	D	38
Signalized	145th St / 15th Ave	E	60	F	94	F	330
Signalized	150th St / 15th Ave	B	16	C	21	E	70
Signalized	155th St / 15th Ave	C	30	D	37	F	226
Signalized	155th St / 5th Ave	B	10	B	17	F	420
Unsignalized	155th St / 1st Ave	C	21	E	49	F	>1000
Signalized	155th / Meridian	B	14	C	27	F	390

Notes: Large delay values (over 240 seconds) rounded to the nearest ten; Level of Service results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study

**Figure 3.3-14. Intersection Level of Service
for Alternative 3—Compact Community (Full Build-out)**



**Table 3.3-11 Average Daily Traffic Volumes and PM Peak Period Congestion
for Alternative 3—Compact Community (Full Build-Out)**

Street	Segment	Existing ADT	No Action ADT	Compact Community ADT	No Action PM Peak Hour Volume ¹²	Compact Community PM Peak Hour Volume ¹²	Compact Community V/C Ratio
East-West Corridors							
N/NE 145th Street*	West of I-5	25,240	30,430	54,940	1,650	2,900	1.76
NE 145th Street*	East of I-5	31,790	37,650	64,060	1,630	2,720	1.65
N 155th Street	West of I-5	11,640	14,920	34,550	700	1,650	1.74
NE 155th Street	East of I-5	9,900	12,380	22,770	610	1,140	1.20
North-South Corridors							
5th Avenue NE*	I-5 NB on-ramp to 155th Street	7,170	9,230	21,980	670	1,210	1.73
15th Avenue NE	145th to 150th Street	16,130	20,060	33,670	1,290	1,970	0.98
15th Avenue NE**	150th to 155th Street	14,240	18,640	26,220	1,150	1,530	1.27
Meridian Avenue N	145th to 155th Street	6,220	9,310	22,020	650	1,250	1.49

* N/NE 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

** The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

Note: Traffic volumes and congestion level results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study.

¹² One-directional volume only, signifying the direction with the highest volume

**Figure 3.3-15. Average Daily Traffic and PM Peak Congestion
Alternative 3—Compact Community (Full Build-out)**



Note: Results for traffic volume and congestion do not incorporate the improvements identified in the 145th Street Multimodal Corridor Study

Alternative 2 – Connecting Corridors

Street Access and Circulation

Changes in land use zoning, parcel consolidation, and redevelopment would allow for the creation of new streets, alleys and paths along with the consolidation of access points along 5th Avenue NE, N/NE 155th Street, and N/NE 145th Street. Transportation options would still be constrained by I-5, with east-west connections limited to N/NE 145th Street and N/NE 155th Street.

Traffic Volumes

Under Alternative 2—Connecting Corridors, with full build-out of the proposed zoning, most intersections would fail to meet City and WSDOT standards for LOS, operating at LOS E or F as shown in **Figure 3.3-12** and **Table 3.3-8**. Intersections along N/NE 145th and N/NE 155th Street would experience a large increase in average vehicle delay due to additional vehicle trips generated by development proposed under Alternative 2—Connecting Corridors. Provision of internal circulation routes including consolidated access points, would potentially lessen intersection and roadway impacts. The improvements needed to mitigate these impacts are described later in this document.

Collector Arterials and local secondary streets (such as 1st Avenue NE, 10th Avenue NE, and 8th Avenue NE) were not explicitly analyzed since they are not subject to the City's concurrency standard for V/C ratios. As future travel patterns change, some of these streets may be candidates for potential traffic calming measures or for reclassification.

Average Daily Traffic Volumes on Major Corridors

Similarly, the increase in trips generated within the study area would result in substantial growth in ADT volumes along roadway corridors as shown in **Table 3.3-9** and **Figure 3.3-13**. N/NE 145th Street, N/NE 155th Street, Meridian Avenue N, 5th Avenue NE, and 15th Avenue NE would all experience a large increase, with growth between 40 and 150 percent as compared to the No Action Alternative. V/C ratios for all of the major corridors would exceed .90 during the PM peak period.

Vehicle-Miles-Traveled and Greenhouse Gas Emissions

Based on the forecasts, the total VMT generated from land uses within the subarea under Alternative 2—Connecting Corridors would amount to roughly 626,000 miles per day. Per capita, future land use would generate roughly 2.4 metric tons of CO₂ per 100 households per day. By comparison, an equivalent amount of housing and retail with a density similar to Alternative 1—No Action would generate approximately 740,000 daily VMT and 3.0 metric tons of CO₂ per 100 households per day.

Transit Service and Mobility

The higher density provided under Alternative 2—Connecting Corridors would support more robust public transit service within the subarea. The TMP recommends that frequency of service could be improved to enable more frequent connections to the proposed light rail station, including service on existing routes and newly directed feeder service to the station. The Metro Connects Long Range Plan identifies two frequent service routes and one Bus Rapid Transit route that would connect to the station by 2025 and three frequent routes by 2040. The substantial growth in vehicle traffic would impact overall transit speed and reliability along N/NE 145th Street, N/NE 155th Street, Meridian Avenue N, 5th Avenue NE, and 15th Avenue NE. King

County Metro, Sound Transit, and the work from the 145th Street Multimodal Corridor Study identified recommendations to ensure that transit operates efficiently to connect the area to the light rail station.

Parking Conditions

For Alternative 2—Connecting Corridors, peak parking demand generated by new development is expected to be approximately 29,200 spaces more than the Alternative 1—No Action quantity of 5,400 (a total of 34,600) in the subarea with a higher concentration near retail-uses. Based on current parking minimums required for development, the total supply expected in the subarea would be 38,000.

The City would continue to monitor parking demand and supply with changes in development. If demand for parking exceeds supply, the City may look to mitigation measures such as residential parking zones and priced parking for retail uses. If excess parking is available, the City may allow for reductions in parking supply if opportunities exist to share excess parking and to capitalize on high capacity transit.

With the addition of light rail service and the 500-space parking garage in 2023, the Lynnwood Link FEIS stated that Sound Transit would work with local jurisdictions to evaluate and, if necessary, implement hide-and-ride mitigation (hide-and-ride parking occurs when transit user park in neighborhoods surrounding transit stations). Sound Transit would inventory on-street parking around the station before and after the start of light rail revenue service, and would then work with the local jurisdictions to determine where mitigation measures would be needed. Potential parking control measures include parking meters,

restricted parking signage, passenger and truck load zones, and residential parking zone programs.

Pedestrian and Bicycle Mobility

Pedestrian and bicycle mobility should improve as new sidewalk and bicycle facilities are installed with new development. City Code stipulates that any multifamily residential uses must have a minimum of one short-term bicycle parking space per 10 dwelling units and one long-term bicycle parking space per studio or 1-bedroom unit and two per unit having two or more bedrooms. Commercial development must have one short-term bicycle stall per 12 vehicle parking spaces and one long-term space per 25,000 square feet of commercial floor area. Additionally, conditions for development could be structured to allow for the creation of non-motorized paths within larger parcels to connect with other on- and off-street pedestrian and bicycle facilities. The increase in density surrounding the light rail station would lend itself to more bike and walk trips within the area due to compatible land uses such as residential and retail. Additionally, the substantial increase in vehicle traffic along N/NE 145th Street, N/NE 155th Street, Meridian Avenue N, 5th Avenue NE, and 15th Avenue NE over time will impact bicycle stress along these streets. This may require more separated facilities, such as off-street trails or cycle tracks to make cycling a more comfortable experience for most riders. Detailed in a later section, the 145th Street Multimodal Corridor Study recommendations provide an off-street bicycle network that serves to connect riders through the area.

**Table 3.3-12 PM Peak Period Intersection Level of Service
for Alternative 2—Connecting Corridors (Full Build-Out)**

Signal Type	Intersection	Existing LOS	Existing Delay (sec. / veh.)	No Action LOS	No Action Delay (sec. / veh.)	Connecting Corridors LOS	Connecting Corridors Delay (sec. / veh.)
Signalized	145th St / Meridian Ave	B	16	D	55	F	730
Signalized	145th St / 1st Ave	B	18	E	57	F	920
Signalized	145th St / SB I-5	D	46	E	66	F	240
Signalized	145th St / 5 th Ave	D	42	F	81	F	390
Signalized	5th Ave / I-5 NB On-ramp	A	<10	A	<10	D	52
Signalized	145th St / 15th Ave	E	60	F	94	F	290
Signalized	150th St / 15th Ave	B	16	C	21	E	59
Signalized	155th St / 15th Ave	C	30	D	37	F	460
Signalized	155th St / 5th Ave	B	10	B	17	F	670
Unsignalized	155th St / 1st Ave	C	21	E	49	F	>1000
Signalized	155th / Meridian	B	14	C	27	F	410

Note: Large delay values (over 240 seconds) rounded to the nearest ten

Level of Service results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study

Figure 3.3-16 Intersection Level of Service (Alternative 2—Connecting Corridors Full Build-Out)

**Table 3.3-13 Average Daily Traffic Volumes and PM Peak Period Congestion
for Alternative 2—Connecting Corridors (Full Build-Out)**

Street	Segment	Existing ADT	No Action ADT	Connecting Corridors ADT	No Action PM Peak Hour Volume ¹¹	Connecting Corridors PM Peak Hour Volume ¹³	Connecting Corridors V/C Ratio
East-West Corridors							
N/NE 145th Street*	West of I-5	25,240	30,430	55,340	1,650	2,900	1.75
NE 145th Street*	East of I-5	31,790	37,650	60,810	1,630	2,600	1.57
N 155th Street	West of I-5	11,640	14,920	36,470	700	1,780	1.87
NE 155th Street	East of I-5	9,900	12,380	25,100	610	1,210	1.27
North-South Corridors							
5th Avenue NE*	I-5 NB on-ramp to 155th Street	7,170	9,230	22,620	670	1,270	1.81
15th Avenue NE	145th to 150th Street	16,130	20,060	31,950	1,290	1,890	0.94
15th Avenue NE**	150th to 155th Street	14,240	18,640	25,770	1,150	1,510	1.26
Meridian Avenue N	145th to 155th Street	6,220	9,310	23,450	650	1,380	1.64

* N/NE 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

** The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

Note: Traffic volumes and congestion level results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study.

¹³ One-directional volume only, signifying the direction with the highest volume

Figure 3.3-17 Average Daily Traffic and PM Peak Congestion for Alternative 2—Connecting Corridors (Full Build-Out)

Note: Results for traffic volume and congestion do not incorporate the improvements identified in the 145th Street Multimodal Corridor Study

3.3.3 Mitigation Measures

Introduction

This section describes the mitigation measures that would be needed to address impacts under each of the action alternatives. It is important to note that the land use changes proposed and the traffic impacts identified in the previous section are based upon development scenarios that are anticipated to be very long term, particularly for Alternatives 2, 3, and 4 (at least 55 years). Despite this long-term road to implementation, the mitigation measures proposed below identify the full scale of actions needed. In reality, these measures would gradually be incorporated as development occurs and would be continually monitored to address the most current conditions. All proposed development would go through the standard review process and would only be approved with necessary and appropriate infrastructure investments provided by the development.

Applicable Regulations and Commitments

The Shoreline Municipal Code (SMC) contains a number of regulations and stipulations that would apply to all alternatives. Under Chapter 14.10, the City of Shoreline currently manages a Commute Trip Reduction program that assists employers of a certain size to reduce their overall VMT and automobile trips. This program should continue with new employers in the area to leverage the availability of high capacity transit and reduce the net increase in automobile trips. Additionally, Chapter 20.50 in the Shoreline Municipal Code contains a number of stipulations for new development that aim to improve pedestrian and bicycle facilities while ensuring efficient provision and use of parking.

WSDOT Limited Access Control Standards

WSDOT has full control of access to roadways within 300 feet of a ramp terminal. In the case of the 145th Street Station Subarea Plan, this is relevant for 5th Avenue NE and the I-5 Northbound on-ramp. WSDOT policy states that any change to existing land use within this 300-foot boundary would need to be re-evaluated to determine if access can remain if their land use changed. Deviations from that policy would require the Federal Highway Administration, WSDOT, Sound Transit, and the City of Shoreline to determine a course of action.

Limited Access Control Standards

WSDOT has full control of access to roadways within 300 feet of a freeway ramp terminal. In the case of the 145th Street Station, this is pertinent for 5th Avenue NE and the I-5 Northbound on-ramp. WSDOT policy states that any change to existing land use within this 300-foot boundary would need to be re-evaluated to determine if access can remain if the land use is changed.

Deviations from the policy would require the Federal Highway Administration, WSDOT, Sound Transit, and the City of Shoreline to determine an appropriate course of action. This may be a constraint to the development and access allowed directly adjacent to the station location. Access for parcels within this constrained area may need to reconfigure site access to 6th Avenue NE.

145th Street Multimodal Corridor Study

Background

N/NE 145th Street is a major conveyor today and is not working well for vehicles, bicyclists, pedestrians, and transit, yet it will be the key connection to the light rail station. Currently this corridor is not within the City of Shoreline, but is managed and owned by a number of agencies, including WSDOT, King County, and the City of Seattle. In partnership with the City of Seattle, WSDOT, Sound Transit, King County Metro, and other local agencies, the City of Shoreline led a study of the 145th Street corridor to understand the current and future challenges within the corridor and to identify improvements to address all modes of transportation. As part of the process, the City solicited input from partner agencies, adjacent jurisdictions, residents, property owners, business owners, community groups, and human service organizations. The corridor study is a key element that provides guidance on the primary transportation improvements needed for N/NE 145th Street. The 145th Street Subarea Plan was put on hold during 2015 to allow for the corridor study to proceed and to identify necessary improvements.

Study Process and Segment Improvements

The study separated the corridor into segments, three of which are relevant to the subarea plan: Aurora Avenue to I-5, the I-5 Interchange and from I-5 to 15th Avenue NE.

The land use estimates for the 20-year phasing of the action alternatives were used in the analysis to identify the needed transportation investment to accommodate the change in land use and transportation operations. The following section details the transportation improvements identified within each segment

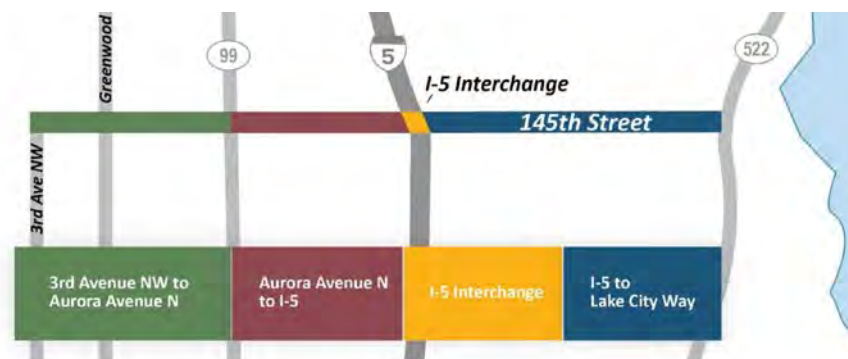
in the study. All graphics are from the 145th Street Multimodal Corridor Study draft concept.

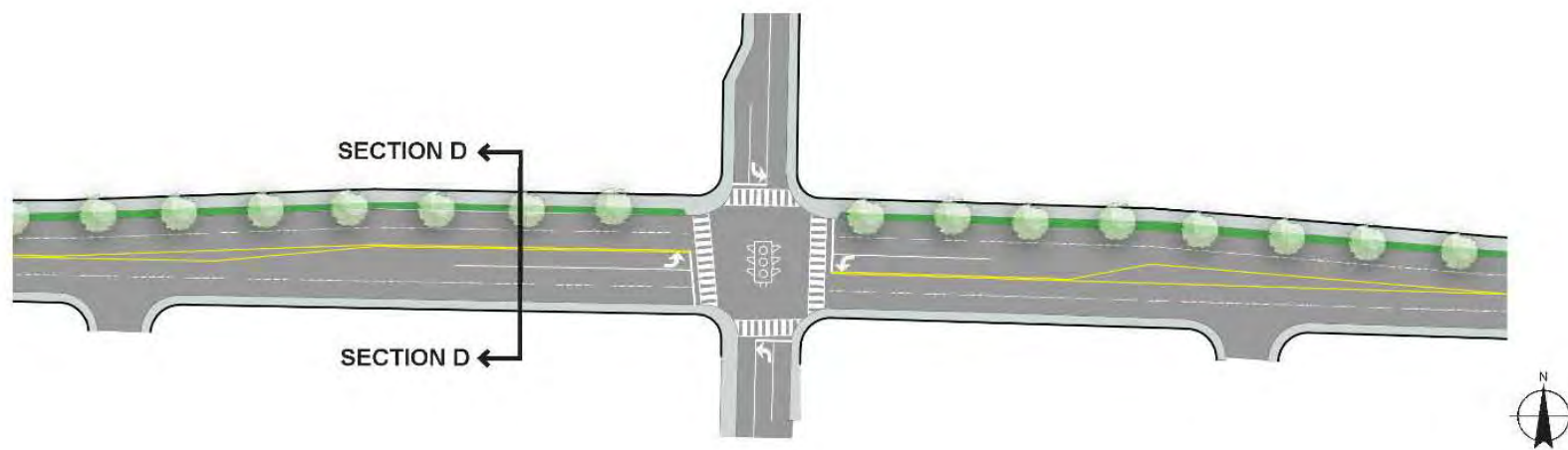
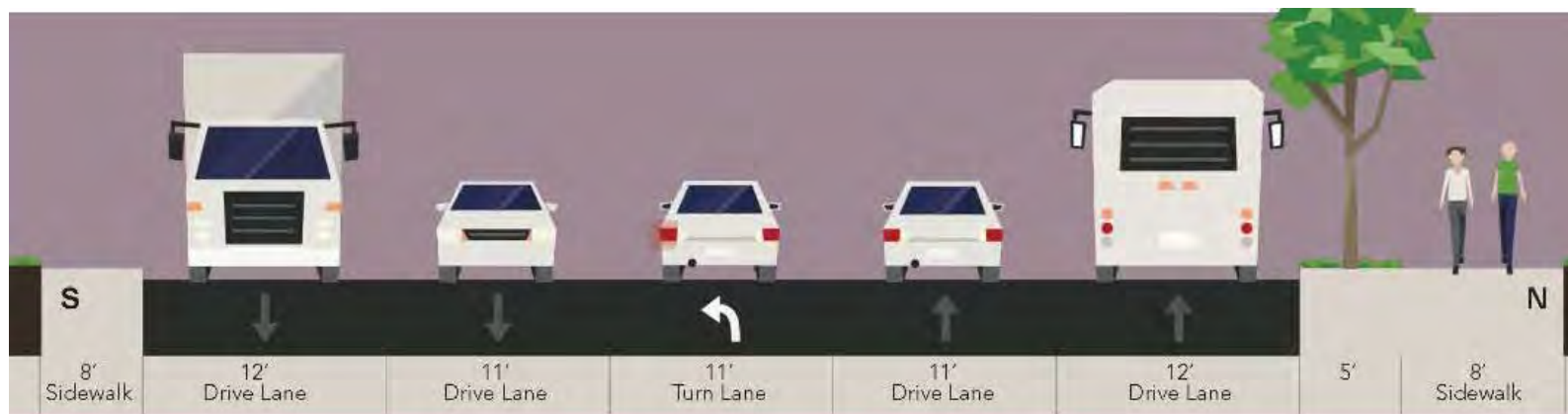
Segment: Aurora Avenue to I-5

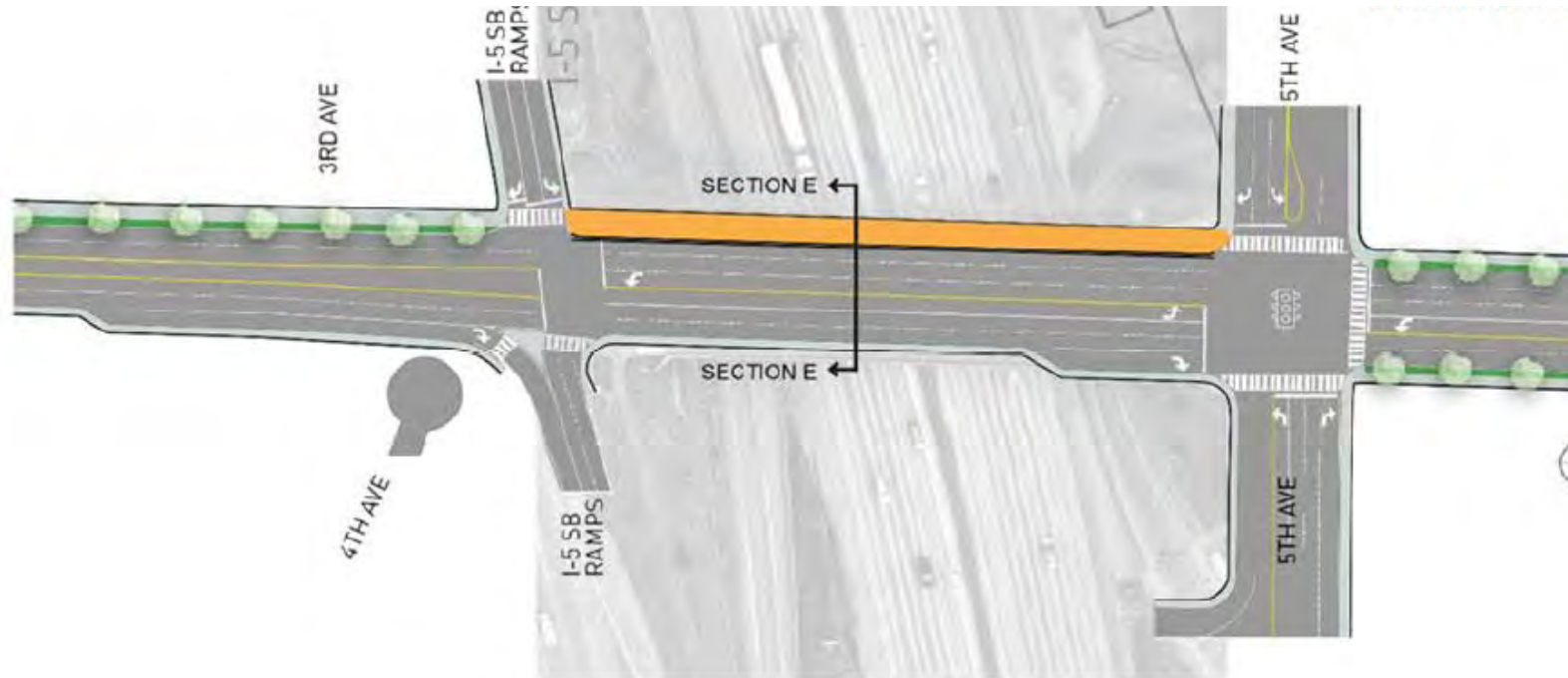
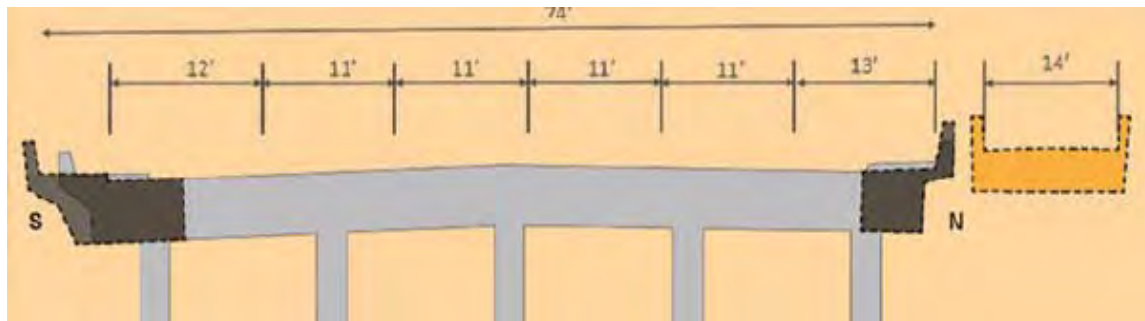
This segment would include improved signalized intersections, with new left turn lanes from 145th Street, lengthened storage for turn lanes, right turn lanes, and signal timing changes. Sidewalks would be upgraded to meet City Standards and new wheelchair accessible bus stops would be constructed. Additionally, transit signal priority would be provided to improve bus travel time through this portion of the corridor.

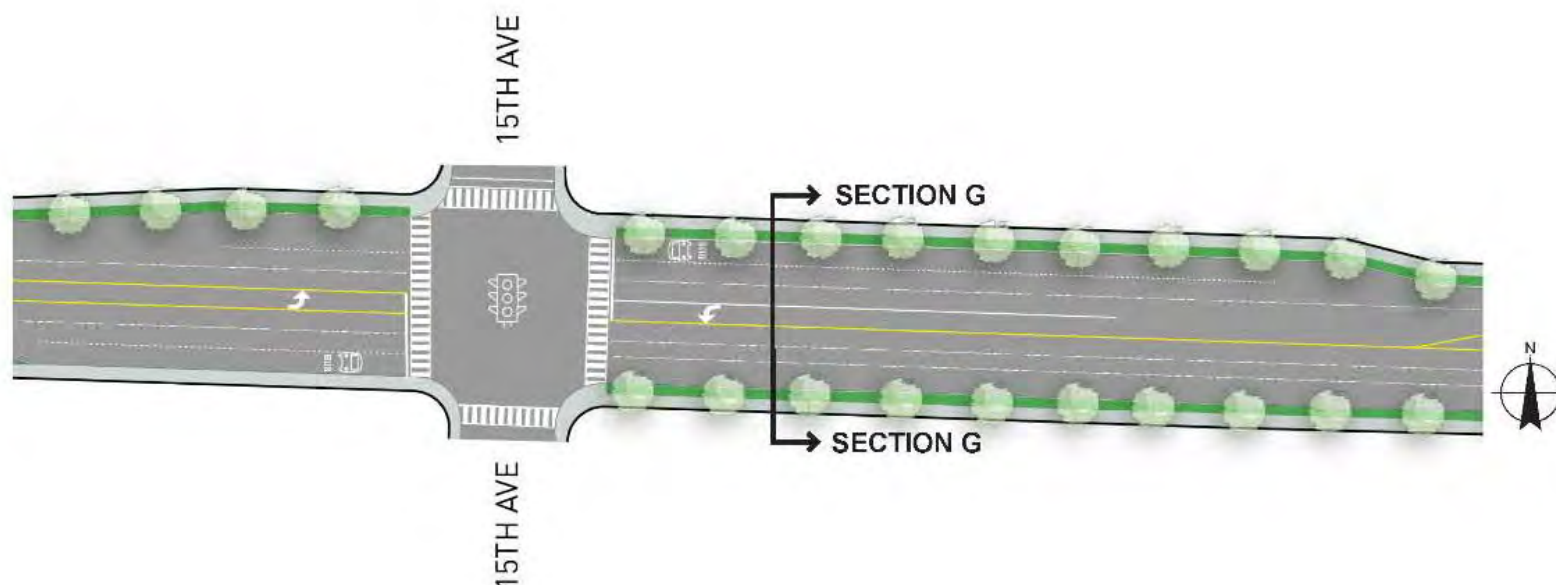
Segment: I-5 Interchange

The study recommends a series of reconfigurations to the interchange at I-5 in order to accommodate all modes of travel and improve access with the future light rail station. This includes a rebuilt bridge over I-5 that incorporates a 14' shared-use path on the north side and an improved sidewalk on the south side with six total vehicle lanes for through and turning movements. It incorporates a reconfigured northbound on-ramp to I-5 from 5th Avenue NE and a grade separated non-motorized crossing over the southbound I-5 off-ramp



Sample roadway configuration from the 145th Street Multimodal Corridor Study*Typical intersection between Aurora Avenue and I-5 from the 145th Street Multimodal Corridor Study*

Roadway configuration at I-5 from the 145th Street Multimodal Corridor Study*Cross-section of the 145th Street bridge over I-5 from the 145th Street Multimodal Corridor Study*

Sample roadway configuration from the 145th Street Multimodal Corridor Study*Cross-section of the intersection at 15th Avenue NE from the 145th Street Multimodal Corridor Study*

Segment: I-5 to 15th Avenue NE

This segment would include improved signalized intersections, with new left turn lanes from 145th Street, lengthened storage for turn lanes, right turn lanes, and signal timing changes. Sidewalks would be upgraded to meet City Standards and new wheelchair accessible bus stops would be constructed. Business Access and Transit (BAT) lanes and transit signal priority would be provided in both directions in this segment to improve bus travel time and reliability. Left-turns would be restricted mid-block to improve traffic safety.

Off-Corridor Bicycle Network

Complementing the specific segment improvements on 145th Street is an off-corridor bicycle network. With a constrained right-of-way along 145th Street, this off-corridor bicycle network would ensure safe east-west and north-south connections along the corridor by leveraging existing and future paths, bike lanes and additional non-motorized connections. As shown on **Figure 3.3-18**, key elements within the subarea are the connections across I-5, the facilities along 5th Avenue NE, Meridian Avenue N, and N/NE 155th Street, in addition to the connections through Jackson Park Golf Course and on N 147th Street.

Other Mitigation Measures for Street and Intersection Impacts

With full build-out, the level of development planned in Alternative 2, Alternative 3, and Alternative 4 would be extensive and would require substantial multimodal transportation investments to mitigate the impacts.

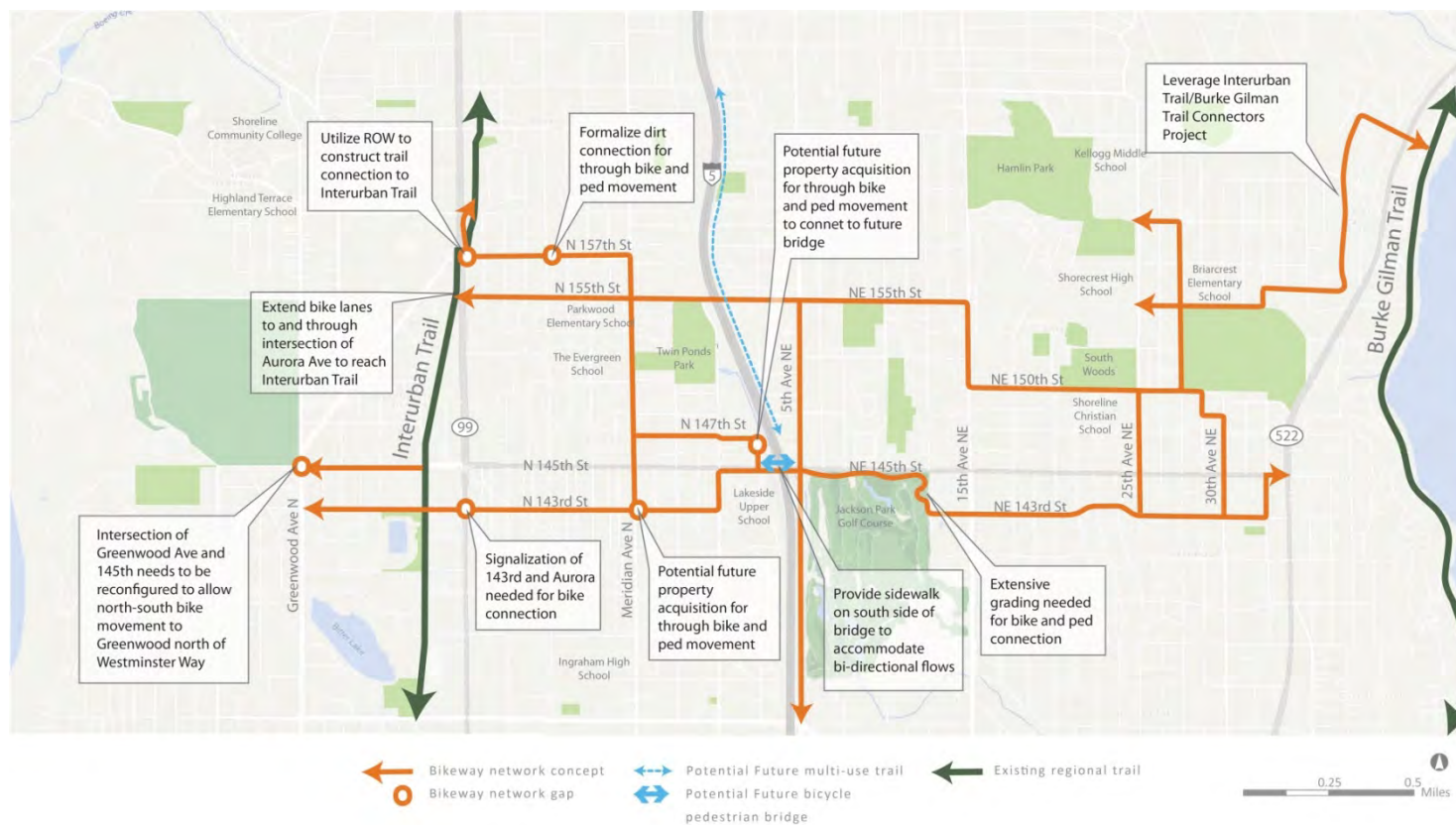
As noted in previous sections, it is estimated that Alternative 2, Alternative 3, and Alternative 4 would take 55 years or more to

build-out to the proposed zoning capacity. A later section of the FEIS provides a near-term growth scenario to compare conditions forecasted for a 20-year time horizon for each alternative.

Multimodal transportation improvements required to support the growth of either of these alternatives could be funded incrementally through a variety of sources, including mitigation associated with new development, federal and state grants, and cycles of capital improvement plans. The length of time to full build-out would enable the City to monitor growth and proactively plan for needed improvements over time. Any new development would still undergo a review process that would identify the transportation investments needed to approve the development.

The City also intends to pursue a variety of transportation demand management strategies to mitigate and minimize traffic congestion and reduce vehicle miles traveled, consistent with the Climate Action Plan and other City plans and policies. Measures can be taken to reduce the impact of additional vehicle traffic generated from an increase in density. For example, new development sites along the 5th Avenue NE and 155th Street corridors likely would be required to have access from the side streets and/or rear alleyways. This would reduce the amount of traffic that directly impacts these corridors.

Access management strategies (reduced curb cuts/driveways), as well as a new system of well-connected blocks, road connections, non-motorized facilities, and alleyways would serve corridor development, taking pressure off N/NE 155th Street and 5th Avenue NE. This would improve overall travel flow for all modes and enhance pedestrian and bicyclist safety.

Figure 3.3-18. Off-Corridor Bike Network from the 145th Street Multimodal Corridor Study

Many of the projects identified as mitigation for the alternatives would require roadway widening near the intersection locations, and additional easements or right-of-way would need to be obtained. Again, the full build-out of the action alternatives is not expected for 55 years or more.

As a means to reduce the amount of infrastructure necessary to accommodate future growth, the City may look to revise its concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness.

In addition to the roadway improvements called out in the TMP¹⁴ and the Sound Transit Lynnwood Link Extension FEIS, the following potential measures are highlighted to mitigate street and intersection impacts under the full build-out of each alternative assuming the City of Shoreline maintains the current intersection and roadway LOS standards.

Alternative 1—No Action

- Implement segment and off-corridor bicycle network recommendations from the 145th Street Multimodal Corridor Study noted in the previous section
- Provide a right-turn pocket for the northbound approach at 155th Street and 1st Avenue NE
- Extend the two-way left turn lane profile along 5th Avenue NE from the I-5 NB on-ramp to NE 155th Street

¹⁴ For example, where the TMP recommends a center-turn lane along Meridian Avenue, that profile is assumed in addition to the recommended improvements stated in this section.

Alternative 2, Alternative 3, or Alternative 4

- Implement segment and off-corridor bicycle network recommendations from the 145th Street Multimodal Corridor Study noted in the previous section
- Transportation demand management strategies and actions to minimize traffic congestion on N/NE 155th Street, Meridian Avenue N, 5th Avenue NE, and other key corridors in the subarea
- Additional through-lanes in the eastbound and westbound direction along N/NE 155th Street to create a 5-lane profile from Aurora Avenue N to 15th Avenue NE
- Intersection improvements at N 155th Street and Meridian Avenue N including channelized right-turn lane for eastbound and westbound approaches and dual left-turn lanes for northbound and southbound approaches
- Right-turn lane for northbound approach to N 155th Street and 1st Avenue N or treatment of the intersection, such as signalization or a roundabout
- Additional through-lanes in the northbound and southbound direction along 5th Avenue NE to create a 5-lane profile between 145th Street and 155th Street
- Dual left-turn lanes for eastbound approach at NE 155th Street and 5th Avenue NE
- Intersection improvements at NE 155th Street and 15th Avenue NE including a channelized right-turn lane for

southbound approach and dual left-turn lanes for the eastbound approach¹⁵

- Channelized right-turn lane for northbound approach at NE 150th Street and 15th Avenue NE

In addition to the improvements listed above, the City should engage as needed in traffic calming measures along non-arterial streets. The City of Shoreline has a Neighborhood Traffic Safety Program to help address the safety concerns on non-arterial streets stemming from higher speed and/or cut-through traffic. This program includes enhanced enforcement and education along with engineering solutions such as traffic circles, speed humps and narrowed lanes. Neighborhood impacts should be evaluated as development occurs; keeping in mind the impacts of transitioning to denser land uses within existing single family neighborhoods. Solutions to address traffic issues are discussed and implemented as part of a public process to ensure they appropriately address a given circumstance.

Transit Service Mitigation Measures

In the Lynnwood Link Extension FEIS, Sound Transit assumed at least 24 buses will serve the future light rail station during the PM peak hour. Depending on final design of the station, ample bus facilities will be needed. The design of these facilities, which is the responsibility of Sound Transit, will need to consider impacts to both traffic and transit.

King County Metro Transit's Metro Connects Long Range Plan identifies two frequent¹⁶ transit routes and one Bus Rapid Transit

¹⁵ Note that the southbound approach right-turn channelization is not needed for Alternative 3 – Compact Community

connection to the light rail station by 2025 and three frequent routes by 2040, providing frequent transfer opportunities to and from the station. The City of Shoreline should coordinate with area transit agencies in the development of a transit service integration plan for the light rail station subarea. This coordination should coincide with traffic analysis to ensure transit service speed and reliability along the major corridors in the area. Transit reliability can be improved via a number of transit priority treatments including signal priority, bus bulbs, and bus queue jump lanes. Additionally, on-demand transport such as the King County Metro Access and the Hyde Shuttles¹⁷ should have direct service to the light rail station bus access point in order to improve service for those with mobility limitations.

Additional modes that could operate in coordination with transit include bike sharing or car sharing programs such as Zipcar, Car2Go, or Puget Sound Bike Share ("Pronto"), or ridesourcing services such as Lyft or Uber. An analysis of potential demand for these services will be needed to determine their relative feasibility.

Parking Mitigation Measures

While any new development is required by City Code to provide ample off-street parking for the demand generated by its respective use, there are additional measures the City may take in order to manage the changes in parking demand and supply. In coordination with Sound Transit, any on-street parking spillover generated from the light rail station or new commercial development may be mitigated via a Residential Parking Zone

¹⁶ The Metro Connects Long Range Plan designates frequent service with 5 to 15 minute headways all-day.

¹⁷ Access and Hyde Shuttles provide transport for seniors and people with disabilities

(RPZ) designation. An RPZ provides on-street parking permits to residents located within the zone to help discourage long-term parking by non-residents on non-arterial streets. An evaluation of parking demand in the area as it redevelops following implementation of light rail service should be conducted regularly to assess the need of an RPZ designation. The Lynnwood Link FEIS calls for this monitoring to occur. Additional measures that may be taken to address parking impacts include:

- Install signage and driver information to direct commercial and light rail users towards available off-street parking garage locations near commercial development that is adjacent to frequent transit or to other park-and-ride locations
- Implement variable parking time limits and paid parking with variable prices to moderate parking demand and ensure sufficient supply during peak parking periods

As new development occurs, if the amount of parking supplied is greater than the demand for parking, there may be opportunities to reduce the overall amount of parking supply created. While the three action alternatives have more development and higher trip generation than the No Action, they also provide greater opportunity for shared-use parking. Alternative 1—No Action by contrast lends itself to more auto-oriented development that is not as conducive to measures like shared parking.

City Code stipulates that development may reduce its parking supply according to the following criteria:

20.50.400 Reductions to minimum parking requirements.

- A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:

1. On-street parking along the parcel's street frontage.
2. Shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. The number of on-site parking stalls requested to be reduced must match the number provided in the agreement. A record on title with King County is required.
3. Parking management plan according to criteria established by the Director.
4. A City approved residential parking zone (RPZ) for the surrounding neighborhood within one-quarter mile radius of the subject development. The RPZ must be paid by the developer on an annual basis.
5. A high-capacity transit service stop within one-quarter mile of the development property line with complete City approved curbs, sidewalks, and street crossings.
6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.
7. City approved traffic calming or traffic diverting facilities to protect the surrounding single-family neighborhoods within one-quarter mile of the development.

- B. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.
- C. The Director may impose performance standards and conditions of approval on a project including a financial guarantee.
- D. Reductions of up to 50 percent may be approved by Director for the portion of housing providing low income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development.
- E. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail station. These parking reductions may not be combined with parking reductions identified in subsections A and D of this section.

Note that this reduction will not be granted until the light rail station exists.

- F. Parking reductions for affordable housing may not be combined with parking reductions identified in subsection A of this section. (Ord. 731 § 1 (Exh. A), 2015; Ord. 706 § 1 (Exh. A), 2015; Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).

Pedestrian and Bicycle Facilities Mitigation Measures

Additional traffic along all of the principal and minor arterials along with increased bus service will create a higher potential for

conflicts between bicyclists, pedestrians, transit vehicles, and automobiles. Besides off-corridor bicycle network recommendations along 145th Street from the Multimodal Corridor Study, separated bicycle facilities along key corridors such as N/NE 155th and 5th Avenue NE may be necessary to reduce the number of conflicts. N/NE 155th Street is a part of the Interurban – Burke-Gilman trail connection and it would serve as a primary gateway for trail users to access the station.

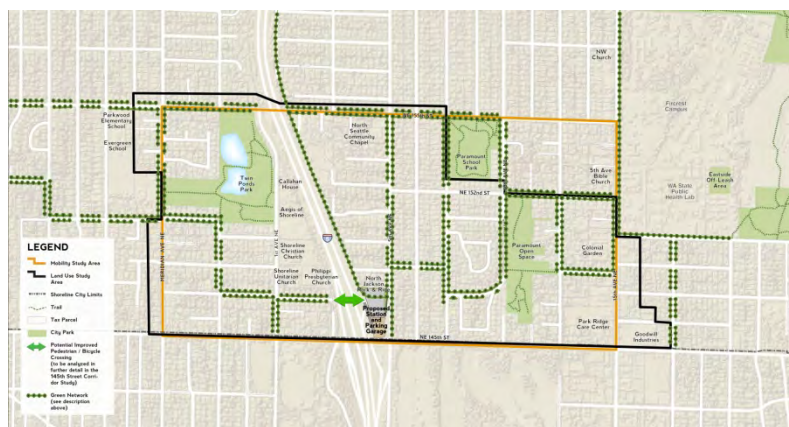
The “greenway” shown on the Alternatives map (shown in Section 3.1 and 3.5) provides an east-west bicycle route along non-residential streets. The alternatives could improve overall pedestrian and bicycle connectivity by allowing for more dedicated pathways with parcel consolidation and expanded development. Any new development in the area under the proposed zoning should consider pedestrian and bicycle paths through the sites to allow for connections to the station and subarea amenities without the need to travel along busy arterials. All streets in the subarea, whether arterial or not should include sidewalks. Sidewalks will be required with any redevelopment activity in MUR zones. For a list of other instances where frontage improvements (sidewalks and landscaping) are required, see Development Code section 20.70.320.

The major barrier of I-5 restricting non-motorized connections requires improved bicycle and pedestrian access. The 145th Street Multimodal Corridor Study examined alternatives to improve the bicycle and pedestrian crossing of I-5 near the light rail station. Detail of this crossing improvement is shown in **Figure 3.3-18**. Additionally, the large number of parks in the study area creates an opportunity to provide dedicated pathways between the parks and the light rail station. The City is interested in exploring

opportunities for bicycle sharing and bicycle storage facilities near the station to encourage and enhance bike access to transit.

The Green Network Concept

Separate from the Off-Corridor Bicycle Network identified in the 145th Street Multimodal Corridor Study, a concept proposed during the development of the three action alternatives calls for creation of a “Green Network” of sidewalks, trails, bicycle lanes, parks, stream corridors, wetlands, and natural areas throughout the subarea, implemented over time with redevelopment. Green infrastructure and low impact development stormwater management and water quality treatment facilities also would be a part of this network. For an enlarged illustration of the Green Network concept and more discussion, refer to Sections 3.1 and 3.5 of this FEIS.



The Green Network Concept—interconnecting trails, pedestrian, and bicycle facilities in green streets and parks throughout the subarea. This concept would greatly enhance pedestrian and bicycle access to and from the light rail station and within the subarea.

3.3.4 Phased Improvements

Introduction

While the impacts and mitigation measures specified for Alternative 2 – Connecting Corridors, Alternative 3 – Compact Communities, and Alternative 4 – Compact Community Hybrid would occur over the projected 55 to 98-year timespan, this section describes the mitigation measures that would be needed to address impacts in the near-term, specifically over a 20-year horizon for each of the action alternatives. These measures would gradually be incorporated as development occurs and would be continually monitored to address the most current conditions. All proposed development would go through the standard review process and would only be approved with necessary and appropriate infrastructure investments provided by the development.

Growth Forecasts

The land use patterns for each alternative were tested using the phased zoning patterns described in previous chapters. An assumed average growth rate of approximately 2 percent was based on historical trends in the region, however this may fluctuate between 1.5 and 2.5 percent depending on actual market conditions. Based on a growth rate of 1.5 to 2.5 percent, within 20 years there would be 4,670 to 5,681 households and 2,180 to 2,678 jobs. Additionally, while the analysis assumed a growth rate of development for the areas identified for zoning changes within 20 years, particular parcels may redevelop at a higher or lower rate than the average. Actual distribution of development would impact where and when specific roadways and areas would experience a change in travel patterns.

**Table 3.3-14 PM Peak Period Intersection Level of Service
for the 20-year Build-Out of the Four Alternatives**

Signal Type	Intersection	Existing LOS / Delay (sec)	No Action LOS / Delay (sec)	20-year Alt2 LOS / Delay (sec)	20-year Alt3 LOS / Delay (sec)	20-year Alt4 LOS / Delay (sec)
Signalized	145th St / Meridian Ave	B / 16	D / 55	F/270	F/250	F/240
Signalized	145th St / 1st Ave	B / 18	E / 57	F/123	F/100	F/95
Signalized	145th St / SB I-5	D / 46	E / 66	E/70	E/70	E/74
Signalized	145th St / 5 th Ave	D / 42	F / 81	F/100	F/100	F/110
Signalized	5th Ave / I-5 NB On-ramp	A / <10	A / <10	A / <10	A / <10	A / <10
Signalized	145th St / 15th Ave	E / 60	F / 94	F/106	F/102	F/102
Signalized	150th St / 15th Ave	B / 16	C / 21	B/13	A/9	B/17
Signalized	155th St / 15th Ave	C / 30	D / 37	D/48	D/47	D/46
Signalized	155th St / 5th Ave	B / 10	B / 17	B/17	B/16	B/17
Unsignalized	155th St / 1st Ave	C / 21	E / 49	F/105	F/93	F/113
Signalized	155th / Meridian	B / 14	C / 27	D/42	D/47	D/51

Notes: Large delay values (over 240 seconds) rounded to the nearest ten; Level of Service results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study

**Table 3.3-15 Average Daily Traffic Volumes and PM Peak Period Congestion
for the 20-year Build-Out of the Four Alternatives**

Street	Segment	Existing PM Peak Hour Volume / VC Ratio ¹⁸	No Action PM Peak Hour Volume / VC Ratio	20-year Alt2 Volume/ VC Ratio	20-year Alt3 Volume/ VC Ratio	20-year Alt4 Volume/ VC Ratio
East-West Corridors						
N/NE 145th Street*	West of I-5	1,330 / 0.81	1,650 / 1.00	1820 / 1.10	1790 / 1.08	1800 / 1.09
NE 145th Street*	East of I-5	1,430 / 0.87	1,630 / 0.99	1710 / 1.03	1700 / 1.03	1730 / 1.05
N 155th Street	West of I-5	540 / 0.60	700 / 0.73	750 / 0.79	740 / 0.78	780 / 0.82
NE 155th Street	East of I-5	490 / 0.61	610 / 0.64	620 / 0.65	620 / 0.65	630 / 0.66
North-South Corridors						
5th Avenue NE*	I-5 NB on-ramp to 155th Street	530 / 0.76	670 / 0.96	700 / 1.00	700 / 1.00	730 / 1.04
15th Avenue NE	145th to 150th Street	1,040 / 0.52	1,290 / 0.65	1310 / 0.66	1320 / 0.66	1340 / 0.67
15th Avenue NE**	150th to 155th Street	880 / 0.73	1,150 / 0.96	1160 / 0.97	1170 / 0.97	1180 / 0.98
Meridian Avenue N	145th to 155th Street	390 / 0.56	650 / 0.78	740 / 0.88	720 / 0.86	730 / 0.87

*N/NE 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

** The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

Note: Traffic volumes and congestion level results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study.

¹⁸ One-directional volume only, signifying the direction with the highest volume

The differences in traffic operations for the alternatives, while minimal, are primarily due to distribution of the forecasted growth for 20 years based upon the specific zoning changes of each alternative.

Average Daily Traffic and Intersection Level of Service

As shown in **Table 3.3-14** and **Table 3.3-15** on the two previous pages, additional trips resulting from redevelopment as part of the 20-year growth scenarios for the alternatives would increase average vehicle delay at intersections and along roadways, particularly along N/NE 145th Street. However, many intersections would still operate at or better than LOS D during the PM peak period.

Congestion along N/NE 145th Street and other streets would be influenced by actual development patterns and how this new development is accessed. While impacts from light rail implementation are addressed in the Lynnwood Link Extension FEIS, the following section identifies specific steps the City may take to address any potential impacts related to land use development within the subarea over the next 20 years.

Additional Recommended Mitigation Measures

As stated in previous sections, the length of time until full build-out for any of the three action alternatives would enable the City to monitor growth and proactively plan for needed improvements. This would occur as development proceeds in order to provide a sustainable and efficient transportation system within the subarea. All new development would undergo a thorough review process to identify the specific transportation projects necessary to allow the development to proceed.

This section details specific actions the City may take to address growth that is forecast for 20-year phased scenarios of the three action alternatives and unless otherwise specified, each mitigation is appropriate under all three scenarios.

N/NE 145th Street

Implement recommendations from the 145th Street Multimodal Corridor Study including:

- Traffic signal improvements at the intersections at Meridian Avenue and 1st Avenue
- Improved signalized intersections which will include new left turn lanes, right turn lanes, and signal timing changes for the portion between Aurora Avenue and NE 15th Avenue NE
- Transit signal priority along the corridor
- Revised interchange at I-5 with a button-hook on-ramp to allow eastbound 145th to northbound I-5 traffic to turn right onto 5th Avenue and loop under the bridge
- Additional left-turn storage on existing bridge over I-5
- New eastbound right-turn lane to southbound I-5
- New southbound off-ramp right turn lane
- New westbound right turn lane at 5th Avenue
- Grade-separated crossing for non-motorized traffic over the SB I-5 off-ramp
- New bridge deck for 145th Street over I-5 that includes a multi-use trail on the north side
- Sidewalks upgraded to meet City Standards
- Westbound BAT lane/queue jump lane east of 5th Avenue
- Eastbound BAT lane/queue jumps east of 15th Avenue NE
- Wheelchair accessible bus stops
- Off-corridor bike network
- Restricted left-turn access mid-block east of 5th Avenue

N/NE 155th Street

- Consistent with the TMP, extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes
- Construct a northbound 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

5th Avenue NE

- Construct a two-way left turn lane from the I-5 NB on-ramp to N/NE 155th Street

Meridian Avenue N

- Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes

Bicycle Facilities

- Implement recommendations for the off-corridor bike network from the 145th Street Multimodal Corridor Study referenced in the previous section

3.3.5 Significant Unavoidable Adverse Impacts

Under all alternatives, the subarea would be anticipated to experience growth in traffic levels. Given that growth is expected to occur incrementally over many decades, the City and other agencies responsible for transportation services would be able to proactively monitor changes, update plans, and implement needed improvements to address the increased transportation demand. Behavioral changes in the way people travel (such as reduced vehicle household trips in a more walkable neighborhood, use of bike share and car share programs, and increased use of the high-capacity transit system) also would help to offset some of the demand over time. Given these considerations and with implementation of mitigation measures, no significant unavoidable adverse impacts would be anticipated.

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

This section describes the affected environment, analyzes potential impacts, and provides recommendations for mitigation measures for parks, recreation, open space, natural areas, and priority habitat areas. Refer to Section 3.4 for additional information related to streams, wetlands, and surface water management. Parks within and in the vicinity of the subarea are depicted on **Figure 3.5-1**.

3.5.1 Affected Environment

There are over 413 acres of public parks, recreation sites, open space, and natural areas in Shoreline. These sites include passive and active recreation parks, open spaces, natural areas surrounding wetlands (including ponds and lakes), trails, and recreational facilities such as public pools and gyms.

The Parks, Recreation, and Cultural Services (PRCS) Department of the City of Shoreline oversees the City's public park properties and provides recreational opportunities for Shoreline residents and the communities in the surrounding region. The department consists of three divisions: Administration, Parks Operations, and Recreation.

The PROS Plan

The 2011-2017 Parks, Recreation, and Open Space (PROS) Plan builds a framework for future maintenance and development of Shoreline's parks, recreation, and cultural service programs to serve the community as the population grows, demographics

change, and financial situations evolve. The PROS Plan may be downloaded and reviewed for more information at:

<http://www.cityofshoreline.com/government/departments/parks-recreation-cultural-services/projects-and-plans/parks-recreation-and-open-space-plan>

The PROS Plan is currently in the process of being updated. The City will integrate the analysis from this FEIS, as well as input received from the community to update plans for parks in the vicinity of the two light rail stations in Shoreline.

The PROS Plan articulates a vision and goals and policies for the City's parks, recreation, and cultural services program and facilities.

Vision—Provide quality parks, recreation, and cultural services to promote public health and safety; protect our natural environment; and enhance the quality of life of our community.

Goals and Policies:

1. The preservation, enhancement, maintenance, and acquisition of facilities
2. Diverse, affordable community-based recreational, cultural, and arts programs
3. Equitable distribution of resources
4. Partnerships that maximize the public use of all community resources
5. Community engagement in parks, recreation, and cultural service activities and decisions



In order to assess level of service of existing facilities, the PROS Plan classifies parks and recreation facilities into the following categories, described in more detail below.

- Regional Parks
- Large Urban Parks
- Community Parks
- Neighborhood Parks
- Natural Areas
- Special Use Facilities
- Street Beautification

All of these parks, areas, and facilities are resources to existing and potential future residents of the subarea and the community since they offer a citywide level of service.

Regional Parks: This park classification serves the city and beyond. These are often large parks and include a special feature that makes them unique. Regional Parks also accommodate a mixture of active and passive activities and sometimes offer a wide range of amenities. Richmond Beach Saltwater Park is Shoreline's only Regional Park at 32.4 acres of land. This facility provides a citywide level of service.

Large Urban Parks: These parks serve a broad purpose and population, and can serve neighborhood and community park functions. The focus is on providing a mixture of active and passive recreation opportunities that serve diverse interests. There are two parks in Shoreline with this classification, Hamlin and Shoreview, covering a total of 127.5 acres. A facility of this type provides a citywide level of service.

Community Parks: The purpose of a community park is to meet community based active, structured recreation needs and to preserve unique landscapes and open spaces. Community Parks are designed for organized activities and sports, although individual and family activities are also encouraged. Shoreline has seven community parks totaling over 101 acres. This type of facility typically provides a level of service to populations located within one and a half miles of the park.

Neighborhood Parks: A neighborhood park is a basic unit of the park system that serves as the recreational and social focus of the neighborhood within an estimated 15 minute walking time. The overall space is designed for impromptu, informal, unsupervised active and passive recreation as well as more intense recreational activities. Shoreline has seven neighborhood parks ranging in size from 1.8 – 4.5 acres and encompassing a total of 32.6 acres of land. Neighborhood parks typically serve populations located within one-half mile of the park.

Natural Areas: This category includes areas developed to provide aesthetic relief and physical buffers from the impacts of urban development, and to offer access to natural areas for urban residents. Natural Areas may also preserve significant natural resources, wildlife habitat, native landscapes, and open spaces. These areas typically serve populations located within one-half mile of the area. Shoreline has 11 areas categorized as natural areas, which total 84 acres.

Special Use Facilities: These facilities provide unique, specific purposes, such as an off-leash dog area, indoor pool, community recreation or civic center, botanic garden, regional or local trail connector and provide a citywide level of service. Special use

facilities in Shoreline include the Shoreline Pool, Spartan Recreation Center, Kruckeberg Garden, and the Interurban and North Crosstown Connector Trails.

Street Beautification: Street Beautification sites are small areas or street corridors that have been developed in and around the public right-of-way. These sites provide aesthetic relief, enhance pedestrian safety, and provide limited active recreational opportunities. Small public gathering spaces, such as urban plazas, pocket parks, and parklets may be located along and adjacent to street corridors, particularly with neighborhood redevelopment.

Parks and Recreation Facilities in the Vicinity of the Subarea

There are more than 140 acres of park land and recreational facilities within the station subarea or in near proximity to it. Parks, recreation facilities, and Shoreline School District public assets located in proximity to the subarea are described below.

- **Hamlin Park:** Although the Hamlin Park is located northeast of the subarea and not directly within its boundaries, it is an important resource to existing and future subarea residents. Its size and historical significance to the community are important aspects. The land the park contains was originally acquired by the Hamlin family in 1895. Hamlin Park is the oldest official park in the City's system (and was previously the oldest in King County's system when it was under the County's jurisdiction).

Hamlin Park is classified Large Urban Park at 80.4 acres and was renovated in 2010. There are several other public facilities adjacent to the park, including Kellogg Middle School, Shorecrest High School, the Fircrest Complex, Shoreline School District warehouse and kitchen, and a Shoreline Parks/Public Works maintenance facility. With a citywide service area, the park provides a variety of active and passive uses and natural areas. It includes several areas with public art, picnic areas, and forest. Recent improvements include sports field renovations, new play equipment, picnic shelter, loop walking path, nature trail improvements, and a paved pedestrian pathway connection between 15th and 25th Avenue NE.

- **Paramount Open Space:** Classified as a Natural Area, this park is 10.69 acres of forest land located directly east of the proposed station. The site consists of hillsides and slopes as well as adjoining lowlands and wetlands, with streams crossing. There is a small developed area near the southern boundary of the site. Recent improvements include removal of invasive vegetation and construction debris, trail and park entry improvements, dedication bench and new signage.
- **Paramount School Park:** Paramount School Park, classified as a community park, was constructed on land owned by the Shoreline School District. Maintained by the City, this park is 8.6 acres and located northeast of the proposed station, just south of NE 155th Street and northwest of Paramount Open Space. Designated a Community Park, this site is primarily open with a

grouping of trees on its northern boundary. The site was master planned in 2000, a skate park completed in 2002, and the rest of the park was open to the public in 2003. Recent improvements include play equipment upgrades, new exercise equipment and swings. As part of the City of Shoreline/Shoreline School District Joint Use Agreement, the site could be reclaimed by the School District to develop a future school site to meet population demands. Any recreational assets could still be available to the public for use after school hours.

- **Ridgecrest Park:** This 3.9 acre park is located north of the subarea, and is classified as a Neighborhood Park. The site is located in the central area of the Ridgecrest Neighborhood and consists of open and wooded areas. The park is adjacent to I-5, and contains steep slopes on the south and east edge. Currently the park is completely surrounded by single-family homes. Recently sports fields have been improved, and there are small maintenance measures planned for the future. This park will be impacted by light rail line construction. Sound Transit will mitigate the de minimis impact by dedicating park land and enhancing the park entrance.
- **South Woods:** South Woods Park is a 15.6 acre open space parcel classified as a Natural Area. It is directly south of Shorecrest High School, and east of the subarea. The property was purchased by Shoreline in 2007. The City developed a pedestrian sidewalk adjacent on NE 150th Street between 15th and 25th Avenue NE adjacent to the park entrance. The site has received habitat restoration improvements since 2009.

- **Twin Ponds Park:** Twin Ponds Park is located west of I-5 within the subarea. This 21.6 acre site is designated a Community Park and contains two ponds, a wetland, recreational facilities, and a natural area with a stream. The area surrounding the park is completely developed and currently consists primarily of single-family home and an assisted living facility to the east. Past improvements include a synthetic turf soccer field, community garden, play equipment and swings, invasive vegetation removal, tree planting, and other facilities improvements (including some parking lot paving and striping). In 2017, the City of Shoreline will be replacing the turf field lighting and synthetic turf and infill materials and adding security lighting between both parking lots and the synthetic turf field.
- **Eastside Off-Leash Dog Area:** The Eastside Off-Leash Dog Area is a 2.0 acre enclosed off-leash dog area located at 1902 NE 150th Street (on the southeast corner of the Fircrest Complex at NE 150th Street and 20th Avenue NE). In 2013, the City entered into a five year lease agreement with the Department of Social and Health Services to provide an off-leash dog area on surplus land in the Fircrest Complex for the east side of Shoreline.

Note: the list of improvements above is from the 2011 PROS Plan, which is in the process of being updated. Some variations in available facilities may have occurred since 2011.

The Shoreline Public School District is an additional resource for neighborhood park amenities and facilities within and surrounding the subarea. Consideration of service from these facilities increases the availability of park assets to the subarea. In or in close proximity to the subarea, school recreation facilities include:

- **Kellogg Middle School**— full size synthetic turf field with track (eight lanes), small grass utility field with discus and shot put venue, tennis courts (six)
- **Shorecrest High School**— full size turf field with track (eight lanes), turf baseball field, turf softball field, track and field throw venue (shot put, discus, javelin) with large grass landing vector
- **Parkwood Elementary School**— playground, and grass/synthetic turf combo sports field, out basketball courts and covered play area

Community Interests and the Projected Demand for Additional Parks, Recreation, and Open Space Facilities and Services

During development of the 2011-2017 PROS Plan, a community outreach process was used to identify community needs and inform potential improvements to level of service. The City conducted a Community Needs Assessment Survey. This survey will be updated in 2016 as part of PROS Plan update proposed for 2017. Results of the outreach process and 2010 survey are summarized below.

- Park and recreation usage in the community is high.

- Additional restrooms and walking trails continued to be the most desired park improvements.
- While there are a wide range of park and recreation needs, the City of Shoreline is currently meeting most of the needs of the community with paved walking and biking trails, playfields, and new neighborhood park amenities (such as picnic shelters, drinking fountains, playgrounds, and walking trails).
- Deficiencies exist between demand and assets with regard to the community's expressed desire for a new aquatic center and cultural arts facility.
- Community participants believed the future focus should be on improving and maintaining existing facilities and developing proactive partnerships.

Level of Service Assessment

The City uses a combination of community participation and review of the classifications and their service areas described above to assess demand. Classifications set the stage for analyzing need (also described as level of service). Level of service is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard. The PROS Plan analyzed level of service based on geographic service area standards for community and neighborhood park classifications. (Neighborhood parks have a half-mile service area and community parks have a one-and-one-half mile service area.) The City's analysis also takes into consideration the inclusion of Shoreline School District property and other community and large urban parks that provide

neighborhood park amenities.

Figures 3.5-2 and 3.5-3 from the PROS Plan illustrate community park and neighborhood park service areas in the City of Shoreline. As shown in these figures, all of the subarea is located within community park service areas and portions are located within neighborhood park service areas. Areas of the subarea not served by neighborhood parks or by Shoreline School District sites are in the central southern portion of the subarea, as shown in **Figure 3.5-4** (also from the PROS Plan).

In addition to City of Shoreline parks and recreation resources, the City of Seattle's Jackson Park Golf Course is located immediately south of the subarea, south of NE 145th Street. The golf course has walking trails and greenbelt areas that may be used by subarea residents.

Planned Improvements and Desired Amenities

The PROS Plan identified the Parks repair and replacement funding program in the six-year capital improvement plan for 2012-2017 that could potentially include funding for parks and trails in the vicinity of the subarea. The plan also identified the King County Trails program, which is no longer an active funding program.

As part of twenty-year capital improvement planning, the PROS Plan also identifies potential facility improvements, including the following in proximity to the station subarea. Several improvement projects identified in the PROS Plan have already been implemented, and as such these are not listed below.

Paramount School Park

- Pedestrian and bicycle improvements with signage between Paramount School Park and Paramount Open Space
- Picnic shelter reservation kiosk
- Basketball court
- Add picnic tables outside of existing shelter
- Field drainage improvements
- Loop trail mile-markers
- Tree and bench plan
- Frontage and fencing improvements along 155th Street at Paramount School Park
- On-street wayfinding signs (2016 project)

Paramount Open Space

- Neighborhood Park Plan
- Expand Paramount Open Space park through willing seller purchase opportunities
- Park entry improvements including monument signage
- Pedestrian and bicycle connections

Hamlin Park

- Internal and on-street wayfinding signs
- Trail mile markers
- Continuation of soft surface trail improvements
- Replace entry signs/improve park pedestrian entrances

South Woods Park

- Vegetation management plan implementation
- Development of a Neighborhood Park Plan
- Improvement of the entry from Shorecrest High School
- Interpretive signs

- On-street wayfinding signs

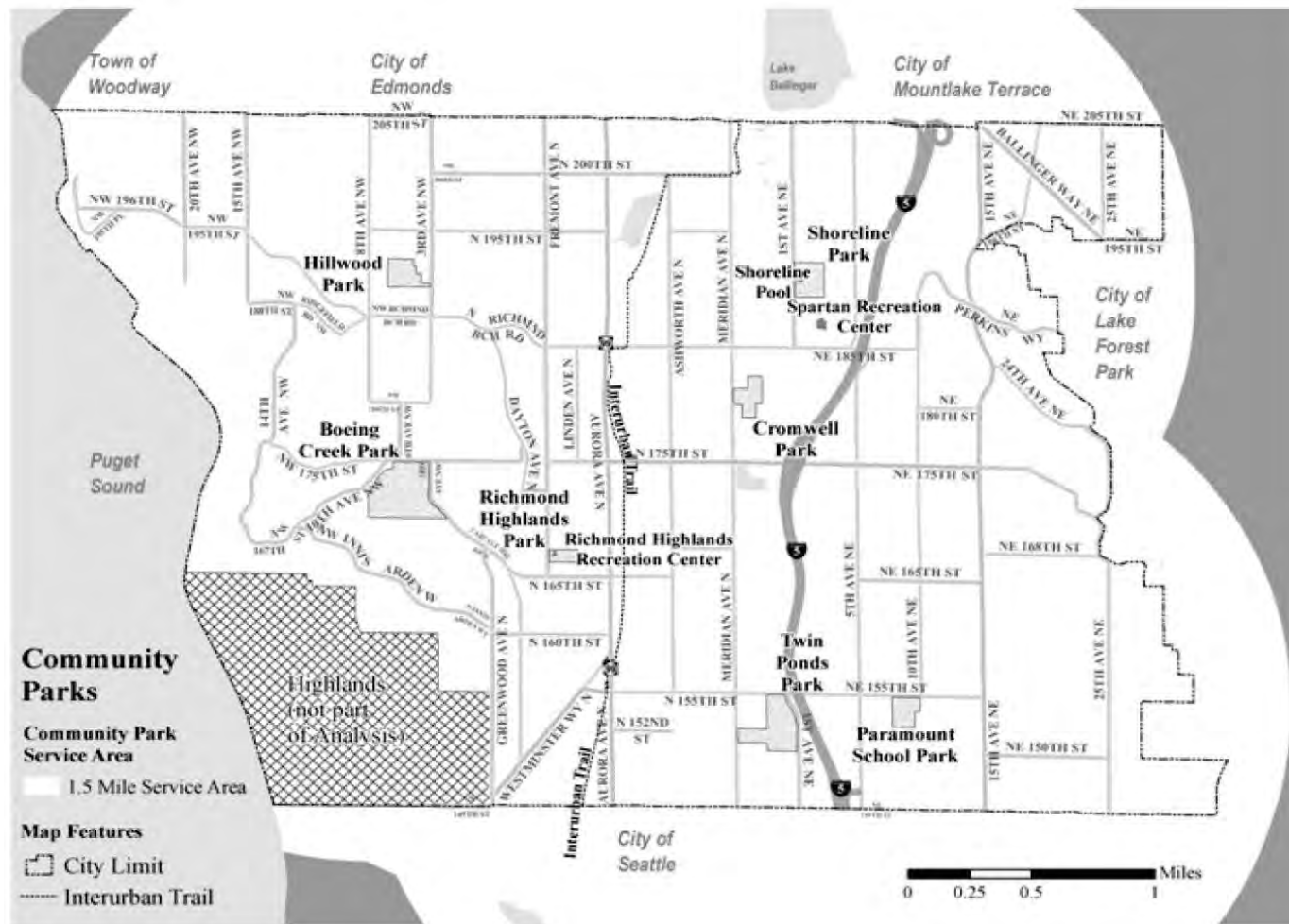


Figure 3.5-2 Community Park Service Area





Twin Ponds Park

- Sidewalk and right-of-way improvements along 1st Avenue NE from 155th Street to the south end of Twin Ponds Park
- Development of a neighborhood park plan and vegetation management plan (Phase 1 is a 2016 project currently underway)



Existing community gardens at Twin Ponds Park

The PROS Plan also identifies desired amenities as capital project ideas not necessarily associated with a specific site. Five major amenities were identified as partnership opportunities with other agencies, such as the Shoreline School District and others:

- Aquatic Facility
- Cultural Arts Center
- Environmental Learning Center
- Farmers Market (currently being hosted by a non-profit organization in the Sears parking lot at Aurora Square/Shoreline Place on Saturdays, June through October)
- Trail Connectors

Other desired amenities identified in the PROS Plan include a variety of recreational facilities, such as:

- | | |
|---|--|
| ○ Basketball courts | ○ Freeride bike parks |
| ○ Barrier-free playground | ○ Off-leash dog areas (Eastside, Shoreview and Richmond Beach) |
| ○ Community gardens (currently at Twin Ponds Park and Sunset School Park) | ○ Putt-putt golf course (added at Shoreview Park) |
| ○ Disc golf courses | ○ Tennis courts |
| ○ Signage (directional, entry, interpretive) | ○ Water trails |
| ○ Skate parks | ○ Wi-Fi in parks |
| ○ Spray parks | |
| ○ Swings (added at Paramount School Park) | |

The PROS Plan provides twenty-year capital improvement recommendations focused on addressing the needs above. The scope of planned improvements to parks and recreation facilities ranges from master planning and conceptualization to design and implementation of improvements. Timing for these projects was categorized in the PROS Plan as short-term, mid-term, and long-term recommendations.

Open Space, Trees, Vegetation, and Habitat

Residents characterize Shoreline as a wooded community; this is often cited as a key reason for locating in the area. Large evergreen trees can be seen rising above residential neighborhoods, on hilltops, and even on the periphery of Aurora Avenue. As the city becomes more urbanized, it is a

priority to maintain and enhance the tree canopy. In 2011 the City conducted an Urban Tree Canopy Assessment and in 2012, the City took steps to be recognized as a Tree City USA. In 2014, the City adopted an Urban Forest Strategic Plan and updated the City's Street Tree List. The City has also developed Vegetation Management Plans for parks, and will track tree canopy over time to gauge the effect of policies related to tree retention and replacement.

Forested open space, wetlands, and native vegetation found on steep slopes and in open space areas are important resources that should be preserved. Trees help stabilize soils on steep slopes, and act as barriers to wind and sound. Plants replenish the soil with nutrients, generate oxygen, and clean pollutants from the air. Native vegetation provides habitat for wildlife. Wetlands and riparian vegetation provide surface water storage and help clean surface water of pollutants and sediment.

Aerial photos show that the community is a mosaic of various types of vegetation. The largest, most contiguous areas of native vegetation in Shoreline are primarily found in City parks, publicly owned open space, and privately owned open space areas. These areas include the highest quality wildlife habitat found in the city. However, areas of less intensive residential development also contain mature trees and other native vegetation, which provide secondary wildlife habitat and substantially contribute to the quality of life in Shoreline.

Wetlands and stream corridors provide valuable habitat in Shoreline. Sometimes these areas can be contaminated by pollutants from surface water runoff, including fertilizers and

pesticides from lawns and gardens; oils, greases, and heavy metals from vehicles; and fecal coliform bacteria. The quality of the water is a concern to many residents and City staff. Wetlands perform valuable functions that include surface and flood water storage, water quality improvement, groundwater exchange, stream base flow augmentation, and biological habitat support. With the exception of the Puget Sound estuarine system, all wetlands in the city are palustrine systems (freshwater).

Most wetlands in the city are relatively isolated systems and surrounded by development. Under the Shoreline Municipal Code, wetlands are designated using a tiered classification system (from Category I to Category IV) based on size, vegetative complexity, and the presence of threatened or endangered species. No wetlands in the city have received a Category I rating. All wetlands, regardless of size, are regulated under the Shoreline Municipal Code, specifically SMC 20.80, the Critical Areas Regulations.

When a development is proposed on a site with known or suspected wetlands, a wetland evaluation is required to verify and classify wetlands and delineate boundaries and buffer areas. The City's critical area regulations establish minimum wetland buffer areas based on typology and other factors. All of the documented wetlands within the city have experienced some level of disturbance as a result of past development and human activity. Disturbances have included major alterations, such as wetland excavation, fill, or water impoundment. Some wetland areas occur within parks that receive constant use by people, impacting wetlands areas with human activity, such as trash and trampling of vegetation.

Habitat Protection

The process of urbanization can result in the conversion of wildlife habitat to other uses. The loss of certain types of habitat can have significant, adverse effects on the health of certain species. Fish and wildlife habitat conservation areas are those that are necessary for maintaining species within their natural geographic distribution so that isolated subpopulations are not created. Designated habitats are those areas associated with species that State or federal agencies have designated as endangered, threatened, sensitive, or candidate species. Currently in the Puget Sound, Chinook salmon are listed as threatened species by the federal government under the Endangered Species Act.

Priority Habitat Areas— The Washington Department of Fish and Wildlife (WDFW) indicates bald eagle territory in the Richmond Beach and Point Wells areas, outside the subarea. WDFW maps and the City's stream inventory indicate the presence of Chinook salmon in portions of McAleer, Thornton, and Boeing Creeks, outside the subarea. Other sources have indicated the presence of fish in other streams within the city, although the full extent of fish habitat has not been confirmed.

To help restore healthy salmon runs, local governments and the State must work proactively to address salmon habitat protection and restoration. WDFW has developed the Priority Habitats and Species (PHS) Program to help preserve the best and most important habitats, and provide for the life requirements of fish and wildlife. The City has developed mapping of PHS areas based on data provided by the WDFW and other mapping resources.

WDFW provides management recommendations for priority species and habitats that are intended to assist landowners, users, and managers in conducting land use activities in a manner that incorporates the needs of fish and wildlife. Management recommendations are developed through a comprehensive review and synthesis of the best scientific information available. The City has reviewed the PHS management recommendations developed by WDFW for species identified in Shoreline, and used them to guide the development of critical areas regulations that fit the existing conditions and limitations of Shoreline's relatively urbanized environment. See SMC 20.80 Subchapter 3 Fish and Wildlife Habitat Conservation Areas.

Refer to **Figure 3.5-5** for a depiction of urban forest and priority habitat areas that the City has mapped in the vicinity of the subarea. Twin Ponds Park is the only designated priority habitat area in the subarea. Twin Ponds includes 6.4 acres of palustrine forested and palustrine emergent wetland area, according to information in the City's Comprehensive Plan. Stream, riparian, and upland habitats combine with the lower wetland areas to create a habitat mosaic providing habitat for a diverse community of wildlife including river otter, great blue heron, turtles, and various species of hawks. Dominant trees and vegetation include red alder, willow, cedar, cottonwood, red-osier dogwood, and salmonberry. Invasive vegetation such as Himalayan blackberry and morning glory are also found in the area. Emergent areas are dominated by cattail, skunk cabbage, and water parsley.

Urban forest areas are shown in green in **Figure 3.5-5** and include Twin Ponds Park, as well as Paramount Open Space,

South Woods Park, Hamlin Park, sloped topographic areas, and other locations in the vicinity of the subarea.

The City also has mapped steep slopes (areas above 40 percent sloping terrain). This mapping can be viewed in the Natural Areas supplemental information of the 2012 Comprehensive Plan.

Critical Areas Ordinance— The City of Shoreline has an adopted Critical Areas Ordinance (Chapter 20.80). SMC 20.80 contains regulations, at Subchapter 3, related to habitat protection.

For example Section 20.80.300 describes mitigation performance standards and requirements, as follows:

- A. **Requirements for Mitigation.** Where impacts cannot be avoided, and the applicant has exhausted all feasible design alternatives, the applicant or property owner shall seek to implement other appropriate mitigation actions in compliance with the intent, standards and criteria of this section. Mitigation provisions shall be applied through the critical area reasonable use or critical area special use provisions in SMC [20.30.333](#) and [20.30.336](#), or subject to the provisions of the Shoreline Master Program, SMC Title [20](#), Division II, where the proposed development activity is located within the shoreline jurisdiction, unless mitigated alterations are specifically allowed by the provisions of this subchapter. In an individual case, these actions may include consideration of alternative site plans and layouts, reductions in the density or

scope of the proposal, and/or implementation of the performance standards listed in this section.

B. **Additional Requirements for Stream**

Mitigation. Significant adverse impacts to stream area functions and values shall be mitigated. Mitigation actions shall be implemented in the preferred sequence: avoidance, minimization, restoration and replacement. Proposals which include less preferred and/or compensatory mitigation shall demonstrate that:

1. All feasible and reasonable measures will be taken to reduce impacts and losses to the stream, or to avoid impacts where avoidance is required by these regulations;
2. The restored, created or enhanced stream area or buffer will be available and persistent as the stream or buffer area it replaces; and
3. No overall net loss will occur in stream functions and values.

C. **Compensating for Lost or Impacted**

Functions. Mitigation of alterations to fish and wildlife habitat shall achieve equivalent or greater biologic and hydrologic functions and shall include mitigation for adverse impacts upstream or downstream of the development proposal site on a per function basis. Mitigation shall be located on site except when demonstrated that a higher level of ecological

functioning would result from an off-site location. A mitigation plan may include the following:

1. Native vegetation planting plan;
 2. Retention, enhancement or restoration plan of specific habitat features;
 3. Plans for control of nonnative invasive plant or wildlife species; and
 4. Stipulations for use of innovative, sustainable building practices.
- D. **Preference of Mitigation Actions.** Methods to achieve compensation for fish and wildlife habitat functions and values shall be approached in the following order of preference:
1. **Protection.** Mitigation measures that increase the protection of the identified fish and wildlife habitat conservation areas may include but are not limited to:
 - i. Increased or enhanced buffers;
 - ii. Setbacks for permanent and temporary structures;
 - iii. Reduced project scope;
 - iv. Limitations on construction hours;
 - v. Limitations on hours of operation; and/or
 - vi. Relocation of access.
 2. **Restoration.** Restoration of degraded habitat.
 3. **Creation.** Creation (establishment) of wildlife habitat on disturbed upland sites such as those with vegetative cover consisting primarily of nonnative species. This should be attempted only when the site conditions are conducive to the habitat type that is anticipated in the design.
 4. **Enhancement.** Enhancement of significantly degraded habitat in combination with restoration or creation. Enhancement alone will result in a loss of habitat acreage and is less effective at replacing the functions lost. Enhancement should be part of a mitigation package that includes replacing the impacted area and meeting appropriate ratio requirements.
 5. **Preservation.** Preservation of high-quality, at-risk fish and wildlife habitat as compensation is generally acceptable when done in combination with restoration, creation, or enhancement; provided, that a minimum of 1:1 acreage replacement is provided by reestablishment or creation. Preservation of high-quality, at-risk fish and wildlife habitat may be considered as the sole means of compensation for habitat impacts when the following criteria are met:
 - a. Habitat impacts will not have a significant adverse impact on habitat

- for listed fish, or other ESA-listed species;
- b. There is no net loss of habitat functions and values within the watershed or basin;
- c. The impact area is small (generally less than one-half acre) and/or impacts are occurring to a low-functioning system; and
- d. All preservation sites shall include buffer areas adequate to protect the habitat and its functions and values from encroachment and degradation.

E. Location and Timing of Stream Mitigation.

1. Mitigation shall be provided on site, unless on-site mitigation is not scientifically feasible due to the physical features of the property. The burden of proof shall be on the applicant to demonstrate that mitigation cannot be provided on site.
2. When mitigation cannot be provided on site, mitigation shall be provided in the immediate vicinity of the permitted activity on property owned or controlled by the applicant, such as an easement, provided such mitigation is beneficial to the fish and wildlife habitat conservation area and associated resources. It is the responsibility of the applicant to obtain title to off-site mitigation areas. Mitigation may be considered on City-owned property, or

on similar publicly owned property for which title is not available, through a City mitigation program if programmatic mitigation areas have been identified by the City.

3. In-kind mitigation shall be provided, except when the applicant demonstrates and the City concurs that greater functional and habitat value can be achieved through out-of-kind mitigation.
4. Only when it is determined by the City that subsections (B)(1), (2), and (3) of this section are inappropriate and impractical shall off-site, out-of-kind mitigation be considered.
5. When stream mitigation is permitted by these regulations on site or off site, the mitigation project shall occur near an adequate water supply (stream, ground water) with a hydrologic connection to the mitigation area to ensure successful development or restoration.
6. Any agreed-upon mitigation proposal shall be completed prior to project construction, unless a phased schedule that assures completion concurrent with project construction has been approved by the City.
7. Restored or created streams, where permitted by these regulations, shall be an equivalent or

higher stream value or function than the altered stream

F. **Performance Standards.** The following mitigation measures shall be reflected in fish and wildlife habitat conservation area mitigation planning:

1. The maintenance and protection of habitat functions and values shall be considered a priority in site planning and design;
2. Buildings and structures shall be located in a manner that preserves and minimizes adverse impacts to important habitat areas. This may include clustering buildings and locating fences outside of habitat areas;
3. Retained habitat shall be integrated into open space and landscaping;
4. Where possible, habitat and vegetated open space shall be consolidated in contiguous blocks;
5. Habitat shall be located contiguous to other habitat areas, open space, or landscaped areas, both on and off site, to contribute to a continuous system or corridor that provides connections to adjacent habitat areas;
6. When planting is required, the following standards shall apply:

- a. Native species, indigenous to the region, shall be used in any landscaping of disturbed or undeveloped areas and in any enhancement of habitat or buffers;
- b. Plant selection shall be consistent with the existing or projected site conditions, including slope aspect, moisture, and shading;
- c. Plants should be commercially available or available from local sources;
- d. Plant species high in food and cover value for fish and wildlife shall be used;
- e. Mostly perennial species should be planted;
- f. Committing significant areas of the site to species that have questionable potential for successful establishment shall be avoided;
- g. Plant selection, densities, and placement of plants must be determined by a qualified professional and shown on the design plans;

- h. Stockpiling soil and construction materials should be confined to upland areas and contract specifications should limit stockpiling of earthen materials to durations in accordance with City clearing and grading standards, unless otherwise approved by the City;
 - i. Planting instructions shall be submitted which describe placement, diversity, and spacing of seeds, tubers, bulbs, rhizomes, sprigs, plugs, and transplanted stock;
 - j. Controlled release fertilizer shall be applied (if required) at the time of planting and afterward only as plant conditions warrant as determined during the monitoring process;
 - k. An irrigation system shall be installed, if necessary, for the initial establishment period;
 - l. The heterogeneity and structural diversity of vegetation shall be emphasized in landscaping; and
 - m. Significant trees shall be preserved
- 7. All construction specifications and methods shall be approved by a qualified professional and the City; and
- 8. Construction management shall be provided by a qualified professional. Ongoing work on site shall be inspected by the City.
- G. **Mitigation Plan.** Mitigation plans shall be submitted as part of the required critical area report consistent with the requirements of SMC [20.80.080](#), [20.80.082](#), and [20.80.290](#) and this section. When revegetation is required as part of the mitigation, then the mitigation plan shall meet the standards of SMC [20.80.350](#)(H), excluding those standards that are wetland specific.
- H. **Monitoring Program and Contingency Plan.** A monitoring program shall be implemented by the applicant to determine the success of the mitigation project and any necessary corrective actions. This program shall determine if the original goals and objectives are being met. The monitoring program will be established consistent with the guidelines contained in SMC [20.80.082](#)(D). (Ord. 723 § 1 (Exh. A), 2015; Ord. 398 § 1, 2006; Ord. 238 Ch. VIII § 4(E), 2000).



Figure 3.5-5 Urban Forest and Priority Habitat Area (Twin Ponds Park) Mapped in the Vicinity of the Subarea

Department of Ecology Surface Water Management

Regulations—The Department of Ecology (DOE) requires surface water management compliance of development projects. DOE regulations list preservation of native trees, vegetation, and undisturbed ground, along with other tools and best practices, as effective methods for managing surface water runoff and enhancing water quality. More information about DOE regulations is provided in Section 3.4 of this FEIS.

3.5.2 Analysis of Potential Impacts

The estimated demand for parks and recreation facilities under the alternatives is analyzed below. **Table 3.5-1** provides a summary of the estimated demand for parks under the alternatives.

Alternative 1—No-Action Alternative

Under Alternative 1—No Action, the 2035 subarea population growth would place greater demands on the areas park, recreation, and open spaces. The population of the subarea is anticipated to increase to 11,040 by 2035 under the No Action Alternative. This compares to a current population of 8,321 people, indicating an estimated population growth of 2,719 people without any changes to zoning.

Today there are 3,467 households in the subarea and this is projected to increase to 4,600 by 2035 under the No Action Alternative, increasing the number of households by 1,133. There would also be a total of 2,325 employees in the subarea, 730 more than currently exist, and these workers also may have a need for parks and recreation facilities during lunch breaks and before and after the work day.

It is anticipated that the current level of park, recreation, and open spaces in the subarea would be sufficient to support the projected growth under Alternative 1—No Action, with implementation of the improvements in the PROS Plan, including neighborhood park enhancements at Paramount School Park, Paramount Open Space, and South Woods.

In reviewing the locations of neighborhood parks in proximity to the subarea, it appears that there is a baseline demand for at least one neighborhood park to serve the subarea; however, this

demand is mostly addressed by existing school facilities in the area and could be more fully addressed with planned improvements in the PROS Plan for the subarea.

The Next Twenty Years with or without Phasing

Under any of the action alternatives, the projected total population of residents in the subarea would be 11,207 to 13,635 (assuming a 1.5 to 2.5 percent average annual growth rate) by 2035. There would be an estimated 4,670 to 5,681 total households and 2,180 to 2,678 total employees in the subarea by 2035. This is 2,886 to 5,314 new residents (as well as 1,203 to 2,214 new households and 585 to 1,083 new employees) above current levels in the subarea.

The projected 2035 population level would create a demand for approximately one new neighborhood park in place by the end of the twenty-year horizon of 2035, if not before, under any of the action alternatives.

Given the relatively compact service area associated with the alternatives, and that demand for parks and recreation is based on population growth, the decision to adopt phasing would not change the demand analysis. The same demand for parks and recreation would occur with or without adopted phasing.

Neighborhood parks can vary in size. The PROS Plan defines the size of neighborhood parks as being less than 10 acres. The City prefers that these parks be at least three acres in size, but recognizes that neighborhood parks smaller than three acres can sometimes serve special purposes.

When considering the specific type of facilities the increased population would need under the action alternatives, it is important to consider a number of factors, including community involvement, availability of the different classifications of parks and open space, and level of service standards.

Community involvement during the subarea planning process has confirmed that residents are interested in ensuring that neighborhood parks and other facilities (playgrounds, public gathering spaces, teen centers, etc.) are available to serve new residents as they move to the area in the future. They are also interested in public art, enhanced streetscapes, and other amenities.

While there appear to be adequate regional and community parks in Shoreline to serve future growth, neighborhood parks will be needed in the subarea as the population increases. The PROS Plan analyzes the target level of service (LOS) for neighborhood parks, through an amenities-driven approach. Refer to pages 4-19 and 4-20 of the PROS Plan for more information.

Based on traditional National Park and Recreation Association (NPRA) standards, it is advisable to have a neighborhood park serving a half-mile area with population of up to 5,000 people. However, it should be noted that these standards are used with discretion in determining park needs, because every community is different and may have various types of recreation facilities that meet the demand even if they do not have the acreage. With consideration of the NPRA standard, the number of new residents in the subarea under the action alternatives, and assuming that some existing facilities in the subarea and in

surrounding areas are currently meeting neighborhood park needs, there likely would be an additional demand for one new neighborhood park in twenty years (by 2035) and additional neighborhood parks at build-out (see discussion below). Some of this demand could continue to be served by neighborhood school facilities as well as neighborhood parks in areas bordering the subarea. Most of the demand would need to be met by new parks, recreation, and open space facilities. Neighborhood parks potentially could be integrated into the redevelopment of large parcels and by adding property to existing parks and open space areas.

The City of Shoreline's amenities-driven approach to meeting the LOS neighborhood parks provides for the inclusion of larger community and urban park development with neighborhood park amenities and school property to meet need. Playfields, play equipment, recreation courts, and other facilities at schools are important to meeting the LOS. In the future, the use of schools sites such as Paramount School Park might change. The School District may need to use the site for school/educational purposes again with growth in the subarea. If this occurs, it will be important to coordinate with the School District to continue to provide public access to the school site and facilities to serve the neighborhood's needs.

It is envisioned that redevelopment of the subarea would create urban plazas, pocket parks, playgrounds, trail corridors, and other open spaces through private development and City initiative. These also could serve some of the demand for neighborhood park space.

It is important to remember that the other level of service standard referenced is for neighborhood parks to serve an area within one-half mile. As such, parks could be developed at the periphery of the subarea in the future that would serve residents' needs. If other types of parks, recreation, and open space facilities are provided as part of redevelopment, the level of service could be sufficient for an urban neighborhood. This assumes that existing neighborhood parks in areas near the subarea would be able to serve some of the growing population. In some cases, these existing neighborhood parks may need new facilities such as play equipment or other elements to improve their recreation capacity for use by the surrounding residents.

Smaller (one-half acre or less) dispersed urban park, open space and plazas which act as public gathering spaces, could also help to serve the demand in the subarea if incorporated into redevelopment projects.

The required updates to the PROS Plan (every six years) create a way for the City to continue to monitor the need for parks as the neighborhood grows, seek funding to maintain and acquire property, and develop new neighborhood park facilities in the subarea to serve the growing population's needs. One of the important objectives of developing a subarea plan is to identify these key areas of need, so that the City and its partners can begin to proactively plan to serve these in the near term. Recognizing that future property values would likely increase in the subarea, it may be advantageous to seek property for parks and open space use in the near term. This would require examination of potential funding options, such as dedications, grants, bond levies, or other means. The current capital budget does not include funding for

any near term acquisition, but the 2017 update to the PROS Plan will consider establishing an impact fee for this purpose.

Priority habitat areas such as at Twin Ponds Park are protected by local, state, and federal regulations. Areas of urban forest are more vulnerable to potential impacts associated with redevelopment in the subarea. The City's adopted critical areas ordinance calls for preservation of groups of mature trees, planting of native landscaping, and other provisions. DOE regulations related to surface water management also recognize preservation of natural areas as a best practice. Redevelopment projects in the subarea will be required to comply with these regulations as applicable.

Alternative 4—Compact Community Hybrid

Under the Alternative 4—Compact Community Hybrid, the total population would be expected to rise to 32,367 people living in 13,486 housing units and 11,011 employees in the subarea at full build-out. This growth level would not be expected to be reached for 55 to 87 years or more (by 2071-2103 or beyond) based on an estimated average annual growth rate of 1.5 to 2.5 percent.

The projected population under Alternative 4 would create a baseline demand for approximately six to seven total neighborhood parks in the subarea. (This would be approximately two to four new neighborhood parks given existing parks in the subarea.) It is assumed school facilities would continue to serve part of the demand, and given the lack of available land and space for new neighborhood parks, some of the demand potentially could be served by smaller-sized neighborhood parks and dispersed mini-parks, recreation facilities, and urban plazas/public gathering spaces created as part of redevelopment sites.

Adding to and enhancing amenities within existing parks and expanding existing parks and open spaces through dedications or acquisition (by willing donors/sellers) can also help to address the demand for parks and recreation.

Alternative 4 retains land area around parks in R-6 single family use, while Alternatives 3 and 2 convert these areas to mixed use/multifamily use. Retaining existing single family homes around the parks provides a transition in land use between the parks and the more intensive mixed use. However, this also means that more residents would have to walk or travel farther to get to the parks than under the other alternatives.

It should be noted that the City of Shoreline's Critical Areas Ordinance applies to all properties, regardless of zoning.

Alternative 3—Compact Community

Under the Alternative 3—Compact Community, the total population would be expected to rise to 36,647 people living in 15,270 households and 9,639 employees in the subarea. This growth level would not be expected to be reached for 63 to 98 years or more (by 2078-2113 or beyond).

The projected population under Alternative 3 would create a baseline demand for approximately six to seven total neighborhood parks in the subarea. This would be approximately two to four new neighborhood parks given existing parks in the subarea. As mentioned previously, it is assumed school facilities would continue to serve part of the demand, and given the lack of available land and space for new neighborhood parks, some of the demand potentially could be served by smaller-sized neighborhood parks and dispersed mini-parks, and urban plazas/public gathering

spaces created as part of redevelopment sites. Adding to/enhancing amenities within existing parks and expanding existing parks and open spaces through dedications or acquisition (by willing donors/sellers) can also help to address the demand for parks and recreation.

Alternative 2 – Connecting Corridors at Build-Out

It is estimated that implementation of Alternative 2—Connecting Corridors would result a total population of 34,643 living in 14,435 total housing units and 11,747 employees at full build-out. This growth level would not be expected to be reached for 60 to 94 years or more (by 2075-2109 or beyond).

The projected population under Alternative 2 would create a baseline demand for approximately six to seven total neighborhood parks in the subarea. This would be approximately two to four new neighborhood parks given existing parks in the subarea. This assumes that school facilities would continue to serve part of the demand, and given the lack of available land and space for new neighborhood parks, some of the demand potentially could be served by smaller neighborhood parks and dispersed urban park, open space and plaza/public gathering spaces created as part of redevelopment sites or by adding or enhancing park amenities within existing parks and by expanding park and open spaces (adding adjacent property through acquisition or dedication by willing sellers/donors).

Table 3.5-1
Estimated Demand for Parks

Time Frame:	Alt. 4 Compact Community Hybrid:	Alt. 3 Compact Community:	Alt. 2 Connecting Corridors:	Alt. 1 No Action:
Twenty Years/ 2035	One New Neighborhood Park	One New Neighborhood Park	One New Neighborhood Park	Improvements Implemented from the PROS Plan
Build-Out	Two to Four New Neighborhood Parks or a Combination of Facilities to Meet the Demand	Two to Four New Neighborhood Parks or a Combination of Facilities to Meet the Demand	Two to Four New Neighborhood Parks or a Combination of Facilities to Meet the Demand	Not Analyzed

Demand for Other Human Services/Community Support Facilities

Under any of the action alternatives, the growing population of the subarea also will generate demand for a wide range of other human services and community support facilities, such as community center facilities, community meeting and classroom facilities, recreation center facilities, places to exercise, and other services and facilities. It is anticipated that the level of public services will expand over time as the population and tax base in the community grows. Private sector businesses would also serve some of the demand over time as would the developers of mixed-used buildings in the subarea. Refer to the Schools analysis in Section 3.6 for more information.

3.5.3 Mitigation Measures

A number of park-related projects are currently in the PROS Plan recommendations list and the City's Capital Improvements Plan. The PROS Plan has short-term, mid-term, and long-term recommendations along with community goals during the current planning period. In the future, these recommendations will be reviewed annually and appropriately considered during budgeting of the Capital Improvement Plan.

The PROS Plan will receive an update in 2017 and again in 2023 and 2029. Planning for the 2017 update is currently underway. The City will reassess the demands and needs and will modify implementation recommendations based on changing needs. The City will evaluate the level of recent and pending changes in the station subarea and make recommendations for additional park, recreation, and open space facilities accordingly.

In addition to these activities that will help to ensure adequate parks, recreation, and cultural services are provided to the growing subarea, the following mitigation measures would be applicable to the action alternatives: Alternative 4—Compact Community Hybrid, Alternative 3—Compact Community, and Alternative 2—Connecting Corridors.

The proposed subarea plan policies below relate to parks, recreation, and open space and should be adopted to support the development of needed facilities for future residents in the subarea.

- Acquire property to increase available land for park and recreation use.

- Develop a park impact fee and/or dedication program for acquisition and maintenance of new parks or open spaces.
- Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145th Street light rail station are designed and constructed to fit the character of the parks.
- Mitigate impacts of increased activity in existing parks and open spaces by creating a major maintenance/capital investment funding program.
- Through Parks Master Planning processes, determine specific needs for spaces, facilities, and programs to accommodate anticipated growth, taking into consideration demographic projections.

Additional subarea plan policies proposed to address the natural environment could also provide mitigation for population growth within the subarea and illustrate how parks, surface water, and transportation initiatives can coordinate at the project level.

- Prioritize acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new environmental or stormwater function.
- Encourage planting new trees and preserving existing stands of trees (especially native and conifers) in and around the perimeter of a site.
- Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.

- Ensure existing wetlands, streams, and their buffers are protected as redevelopment happens.
- Ensure any unavoidable impacts to existing wetlands, streams, and their buffers are mitigated through restoration or enhancement.
- Develop opportunities for creating wildlife and/or greenway corridors connecting existing park and open spaces

The Green Network Concept

Implementation of a "Green Network" of trails, sidewalks, bike lanes and other facilities in green streets, parks, and open spaces is envisioned for the subarea under any of the action alternatives. The Green Network concept would be implemented over time as redevelopment occurs in the subarea. The Green Network would also include stream corridors, wetlands, and other natural areas.

Improvements in the Green Network would enhance bicycle and pedestrian accessibility and safety and provide connectivity to and from the light rail station, as well as between homes, parks, school, and other community destinations in the subarea.

With stormwater management, green infrastructure/low impact development systems, stream corridor enhancement, and protection of wildlife habitat, the Green Network would provide a variety of environmental benefits.

Improvements could be made through transportation, surface water, or park improvement processes, and as such would need to be coordinated through various City departments.

The Green Network includes streets enhanced for pedestrian and bicycle use in the subarea. Alternative 4 shows adjusted routes of streets enhanced for pedestrian and bicycle use in the subarea based on the outcomes of the 145th Street Corridor Study.

The map on the next page, **Figure 3.5-6** illustrates a conceptual vision for the Green Network. **Figure 3.5-7** illustrates the Off-Corridor Network identified in the 145th Corridor Study. The photos that follow show elements envisioned for the Green Network.

3.5.4 Significant Unavoidable Adverse Impacts

Under any of the alternatives, there would be an increased in demand for parks, recreation, and open space areas in the subarea. Population growth over the next twenty years under any of the action alternative would require development of at least one new neighborhood park, compared to the No Action Alternative, which likely could be served by existing facilities (with improvements recommended in the PROS Plan). At full build-out the demand for parks would be substantially higher under Alternatives 2, 3, or 4 than under Alternative 1.

As changes in population occur throughout the city, the PROS Plan and the Capital Improvement Program should be updated to adjust priorities and support accommodation of the needs in the station subarea. The City also will be exploring a potential park impact fee

program and/or dedication program. New redevelopment projects would be required to provide public open space and recreation amenities.

Anticipated increases in population would be expected to be manageable since they would occur over several decades. The City would have the ability to monitor growth over time and plan, prepare for, and secure resources to increase the level of parks, open space, and recreation facilities to serve the population as needed. Ongoing monitoring of opportunities to create neighborhood parks and facilities in the subarea would be critical.

Existing policies and regulations of the City of Shoreline and State of Washington, as well as those of the federal government protect wetlands, streams, and high priority habitat areas, such as Twin Ponds Park. Site development regulations administered through the City, which apply Washington State DOE stormwater requirements, strictly mandate practices to protect water quality and reduce flooding. The City's Critical Areas Ordinance protects fish and wildlife habitat, wetlands, and their buffer areas. Trees in critical areas and their buffers are regulated as "protected trees" regardless of zoning.

Given all of these considerations, no significant unavoidable adverse impacts would be expected to parks, recreation, open space, and sensitive natural areas and resources.

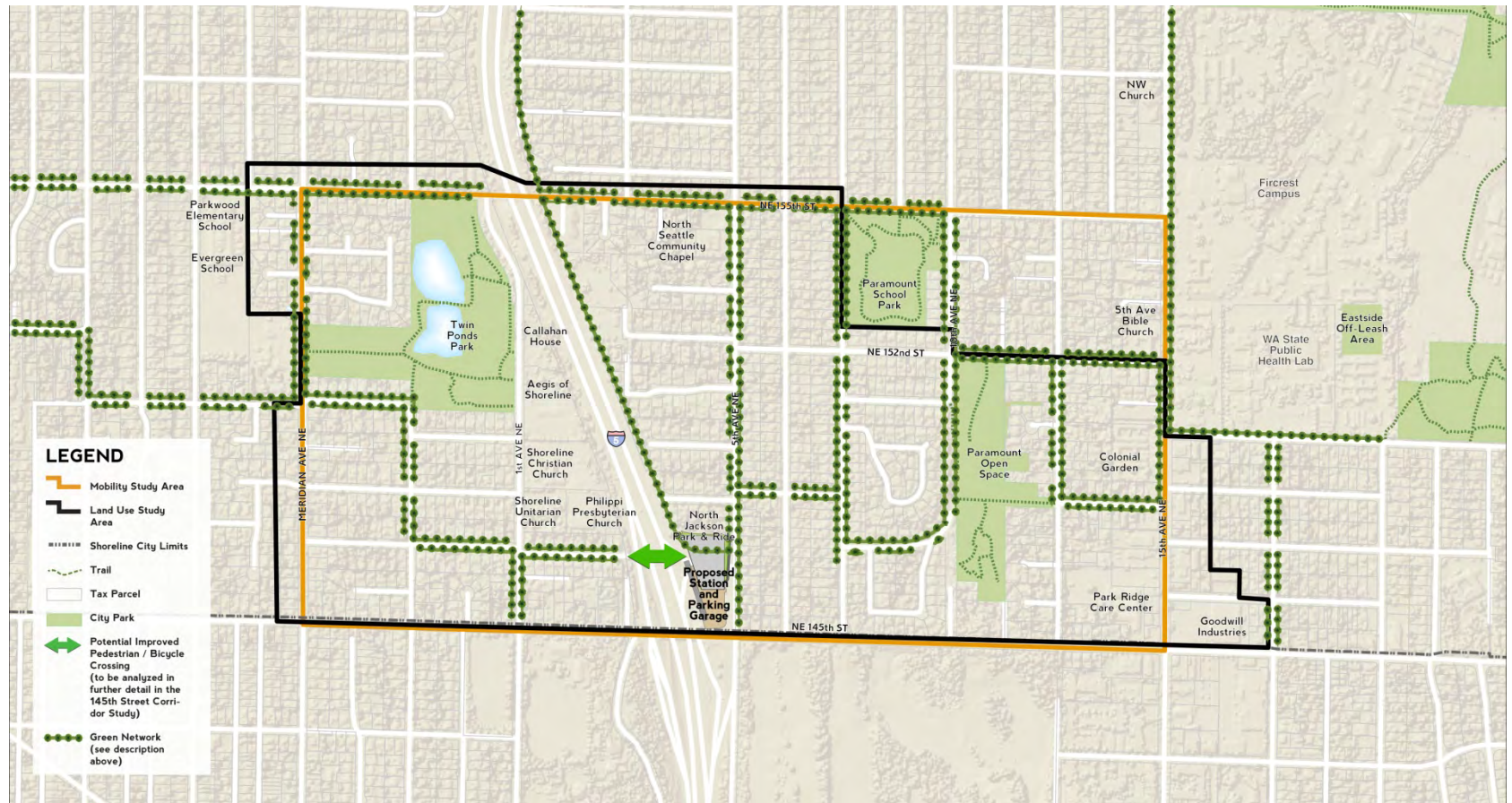


Figure 3.5-6 The Green Network Concept Map





Green streets with pedestrian sidewalks and bike ways



Protected wetlands and wildlife habitat



Preservation of existing trees to be encouraged



Enhanced water quality in stream corridors

Envisioned Green Network Elements

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3.6 Schools, Police, Fire, and Other Public Services

This section describes the affected environment, analyzes potential impacts, and provides recommendations for mitigation measures for public school services and facilities, police, fire and emergency services, solid waste management, and other public services and facilities. Schools in the vicinity of the subarea are depicted in **Figure 3.6-1**.

This section is organized differently from other sections in this chapter for readability of the subject matter. Affected Environment, Analysis of Potential Impacts, and Mitigation Measures are discussed under each public service topic area.

3.6.1 Public School Services and Facilities

Affected Environment

Shoreline Public School District Number 412 provides preschool through twelfth grade public education services for the cities of Shoreline and Lake Forest Park. The school district is known as one of the best in the region, and as such, these communities are known for having good schools and being desirable places to live for families with school children. Goals in Shoreline's Comprehensive Plan highlight the community's commitment to continue to support exceptional schools and opportunities for lifelong learning, as well as to strengthen partnerships with schools and volunteers.

The school district encompasses a sixteen square mile area, bounded by Puget Sound on the west, Lake Washington to the east, the Seattle city limits to the south of 145th Street, and the King/Snohomish County line to the north. The school district

operates sixteen public schools, a transportation center, and the Shoreline Center. A few of these facilities are located in proximity to the subarea (either located within the subarea boundaries or within less than a mile of these boundaries). Residents of Shoreline are served by all district schools.

The school district operates nine elementary schools, two middle schools, two high schools, the Shoreline Center (see more detail, next page), a public preschool facility, and two additional surplus properties located within the city. The district also maintains a transportation center (also known as the bus barn) located adjacent to the Ridgecrest Elementary School site, and a warehouse with a central kitchen located adjacent to Hamlin Park, just northeast of the study area. Schools serving the overall district and subarea are discussed later in this section.

Public Schools

Public school facilities are listed in **Table 3.6-1**. It should be noted that while this environmental analysis focuses on public services and facilities, there are several private schools located in Shoreline that also provide education services to the population.

The currently mapped school attendance areas directly affected by the subarea are Parkwood, Briarcrest, and Ridgecrest. Parkwood Elementary, Briarcrest Elementary, and Ridgecrest Elementary are the designated elementary schools for the subarea. Attendance at middle schools and high schools is determined by where the student resides (either east or west of Interstate 5). Students in the subarea east of Interstate 5 generally attend Kellogg Middle School and Shorecrest High School. Students in the subarea west of Interstate 5 generally attend Einstein Middle School and Shorewood High School.

For the 2012-2013 school year, district enrollment included 8,714 students. Given the estimated 26,600 households in the district (combining households in Shoreline and Lake Forest Park), the existing estimated ratio of students per household is .33 students/ household. It should also be noted that of the total enrollment in schools, approximately 81 percent are generated by Shoreline households and 19 percent by Lake Forest Park households. **Table 3.6-2** shows the approximate breakdown of enrollment per high school, middle school, and elementary school.

Enrollment in the Shoreline School District from 2013 to 2014 trended upward as the larger birth cohorts from recent years reached school age, ending a long period of declining enrollment that began in 1997. A report on enrollment trends and projections completed in March 2015 noted that size and aging of recent birth cohorts, population growth, and increased home sales trends all represent demographic trends that indicate potential increases in enrollment in the coming years.

Recently Improved and Planned School District Facilities

The school district substantially renovated its two high schools, Shorecrest and Shorewood, between 2011 and 2014 to meet standards of the Washington Sustainable Schools Protocol. In February of 2014, a special election approved replacement levies for educational programs, maintenance, and operations, and capital for technology improvements and support.

The programs, maintenance, and operations levy provides the district with approximately 24 percent of its general fund operating revenue. It pays for the basic education programs not supported by state and federal funding, including nurses, family

advocates, librarians, and instructional materials. It helps support special education, highly capable, remedial and vocational education programs, building maintenance and utilities, and transportation. Funds are also used to support extra-curricular student activities, including music, drama, and athletics. The technology improvements and support levy is used to meet the district's ongoing technology needs for capital improvements. This includes student computers and expanded online curriculum for classroom use, instructional specialists, equipment upgrade and replacement (including lab and library computers, printers, classroom audio-visual equipment), professional development and training, server and network replacements and upgrades, administrative software systems, online and subscription resources, and virus and firewall protection.

In 2006 and 2010, the district received voter approval to issue municipal bonds for construction projects. Those improvements included construction of the new Shorewood High School and Shorecrest High School, mechanical system, field and site upgrades, fire and security upgrades, traffic improvements, electronic and communications improvements, upgrades to finishes, and central kitchen upgrades.

In recent years, a number of elementary school sites have been converted to other uses (Aldercrest Annex and Cedarbrook, North City, and Sunset elementary school sites). The school district intends to retain these properties in case they are needed for future school use.



Table 3.6-1
Public Schools and School District Facilities

School Name	Grades Served	2014 Enrollment (October)	Location
Preschool/Daycare Centers¹			
Shoreline Children's Center			1900 N 170 th Street
Elementary Schools			
Echo Lake Elementary	K-6	489	19345 Wallingford Avenue N
Meridian Park Elementary	K-6	548	17077 Meridian Avenue N
Ridgecrest Elementary	K-6	553	16516 10 th Avenue NE
Briarcrest Elementary	K-6	493	2715 NE 158 th Street
Brookside Elementary	K-6	522	17447 37 th Avenue NE
Highland Terrace Elementary	K-6	502	100 N 160 th Street
Parkwood Elementary ²	K-6	476	1815 N 155 th Street
Syre Elementary	K-6	531	19545 12 th Avenue NW
Lake Forest Park	K-6	570	(Outside Shoreline City Limits)
Middle Schools			
Einstein Middle School	7-8	733	19343 3 rd Avenue NW
Kellogg Middle School ²	7-8	620	16045 25 th Avenue NE
High Schools			
Shorecrest High School ²	9-12	1,301	15343 25 th Avenue NE
Shorewood High School	9-12	1,522	17300 Fremont Avenue N

Table 3.6-1
Public Schools and School District Facilities, Continued

Other Facilities	School Name	Grades Served	2014 Enrollment (October)	Location
	Cascade (Alternative Learning Choice School)	K-8	204	17077 Meridian Avenue N.
	Home Education Exchange ³	K-8	107	816 NE 190 th Street
	Private Special Education		9	
	The Shoreline Center			18560 1 st Avenue NE
	Transportation Center			124 NE 165 th Street
	Warehouse and Central Kitchen			2003 NE 160 th Street

NOTES:

- 1 This school is publicly operated by the Shoreline School District. There are several additional privately operated preschools and daycare centers within and in proximity to the subarea including the North City/Shoreline Cooperative Preschool, which is located in the subarea.
- 2 These facilities are located in proximity to the subarea (either within or nearby) and serve existing subarea residents.
- 3 Home Education Exchange serves public school students and is located in the subarea.

Table 3.6-2
Enrollment by School Level in the Subarea—Shoreline School District
(2014-2015 School Year—Measured October 2014)

School Level	Number of Students	Percentage of Total
Elementary School*	4,425	51.45%
Middle School	1,353	15.73%
High School	2,822	32.82%
Total Number of Students	8,600	100%

*Includes Cascade and Home Education Exchange enrollment, but not Lake Forest Park Elementary (outside service area for subarea).

Analysis of Potential Impacts

Regardless of growth alternatives analyzed, school enrollment trends are affected by a variety of factors, including population growth, housing availability, economic conditions, and prevailing birth rates. However, it is generally accepted that growth in population equates to a greater demand for educational services.

While most of this demand would be for public school services provided by Shoreline School District, not all the projected students would attend public schools; some would attend private schools or may be home-schooled. In addition to increased student enrollment, population increases would create a higher demand for other types of public school services, such as preschool and extracurricular activities.

It is also important to consider the potential influence of anticipated housing types on school enrollment projections. There would be a greater diversity of housing types in the station subarea, including a variety of multifamily and single family attached residences. Traditionally, families with higher ratios of students per household have tended to live in single family residences in the region. However, this trend has been changing in recent years, with more fluctuation in household sizes. More people are choosing to live in smaller-sized residences including multifamily homes. At the same time, household sizes overall in the US have seen a decline over the last ten years.

The factor of .33 students per household being applied in the subarea in this FEIS analysis represents an overall average for all households in Shoreline. While this factor could potentially be less in the subarea with future build-out given the trends described above, it is being applied to this analysis to plan for the

greatest potential. Since Shoreline is a desirable community for families and the school district, the community could tend to attract more families as a result of providing new and varied housing opportunities.

Alternative 1 - No-Action

Under Alternative 1—No Action, there would be no changes to zoning, but ongoing population growth and new housing construction in the subarea would place additional demands on school services and facilities. The population of the subarea would be anticipated to increase to 11,040 by 2035 under the No Action Alternative. This compares to an existing population of 8,321 people, indicating a population growth of 2,719 people without any changes to zoning. Today there are 3,467 households in the subarea, and these would increase to 4,600 by 2035 under the No Action Alternative, increasing the number of households by 1,133. For Alternative 1, it is estimated that of 374 new students generated over the period from 2014 to 2035, there would be:

- 192 elementary school students
- 59 middle school students
- 123 high school students.

In comparing these projected levels to current enrollment levels in existing schools as a portion of the total enrollment generated citywide and by Lake Forest Park households, it would appear that these students could be accommodated within the existing school facilities. However, it should be noted that the Shoreline School District is continually monitoring facilities needs and provision of the ongoing level of service is contingent upon funding levels keeping pace with growth.

The Next Twenty Years (Up to 2035) under any of the Action Alternatives

Under any of the three action alternatives, there would be an increased demand for schools and school facilities over the next twenty years. It is estimated that there would be the following total student populations in the subarea per school level.

- 793 to 965 elementary students
- 242 to 295 middle school students
- 506 to 615 high school students

The Shoreline School District will review these numbers as part of their ongoing planning for school facilities and begin to determine how to address the population growth in the coming years.

The Next Twenty Years—with or without Phasing Boundaries

The entire subarea is located within Shoreline School District. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts to school services and facilities, which are analyzed based on projected population growth in the subarea.

Alternative 4—Compact Community Hybrid

Under the Alternative 4—Compact Community Hybrid, the total population would be expected to rise to 32,367 people living in 13,486 housing units. This is 24,046 more people and 10,019 more housing units than under today's levels.

Using a factor of .33 students per household based on current enrollment in the district, the anticipated growth would generate approximately 3,306 total additional students. While it is not known exactly how this student population would be assigned to

various levels in the school system, based on the breakdown in current enrollment (Table 3.6-2), assumptions can be made as to the proportion of potential students per school level. This is an estimation, as future demographics may be different from current demographics.

Applying the proportional factors per school level based on today's demographics, this would equate the following student population at build-out (based on current attendance at each school level).

- 1,701 elementary school students
- 520 middle school students
- 1,085 high school students

In addition to increased student enrollment, Alternative 4 would create a higher demand for other types of public school services, such as preschool and extracurricular activities, than Alternative 2, but less demand than Alternative 3 at full build-out. Based on market factors, property characteristics, and current population growth trends in Shoreline and the region, this level of growth would be anticipated to occur over many decades, not reaching build-out levels for 55 to 87 years or more (or by 2071 to 2103 and beyond).

The projected student populations at the elementary, middle, and high school levels due to increased population in the subarea under Alternative 4—Compact Community Hybrid would require the need for additional schools and supporting facilities, as well as staff, facility, and ancillary services related to education. Because projected build-out would be expected to occur slowly, over the course of many decades, the school district would be able to monitor growth, plan for, and request community support

for additional resources for additional facilities and services based on growth trends over the course of many years.

Alternative 3—Compact Community

Under the Alternative 3—Compact Community, the total population would be expected to rise to 36,647 people living in 15,270 housing units. This is 28,326 more people and 11,803 more households than under today's levels.

Using a factor of .33 students per household based on current enrollment in the district, approximately 3,896 students would be generated by the anticipated growth. While it is not known exactly how this student population would be assigned to various levels in the school system, based on the breakdown in current enrollment (Table 3.6-2), assumptions can be made as to the proportion of potential students per school level. This is an estimation only, as future demographics may be different from current demographics.

Applying the proportional factors per school level based on today's demographics, this would equate the following student population at build-out (based on current attendance at each school level).

- 2,004 elementary school students
- 613 middle school students
- 1,278 high school students

In addition to increased student enrollment, Alternative 3 would create a higher demand for other types of public school services, such as preschool and extracurricular activities, than under the other alternatives. Based on market factors, property characteristics, and current population growth trends in

Shoreline and the region, this level of growth would be anticipated to occur over many decades, not reaching build-out levels for 63 to 98 years or more (or by 2078 to 2113 and beyond).

The projected student populations at the elementary, middle, and high school levels due to increased population in the subarea under Alternative 3—Compact Community would require the need for additional schools and supporting facilities, as well as staff, facility, and ancillary services related to education. Because projected build-out would be expected to occur slowly, over the course of many decades, the School District would be able to monitor growth, plan for, and request community support for resources for additional facilities and services based on growth trends over the course of many years.

Alternative 2 – Connecting Corridors

Under the Alternative 2—Connecting Corridors, population and housing growth would place increased demands on the school district, creating the need for additional facilities and employees. This increased demand would be higher than under Alternative 1, but less than Alternatives 3 and 4. The total population would be expected to increase to 34,643 people living in 14,435 housing units under Alternative 2—Connecting Corridors. This is 26,322 more people and 10,968 more households than under today's levels. Using the .33 students/household factor, approximately 3,619 students would be generated by the anticipated growth.

Applying the proportional factors per school level based on today's demographics, this would equate to the following estimated student population.

- 1,862 elementary school students
- 569 middle school students
- 1,188 high school students.

In addition to increased student enrollment, Alternative 2 would create a higher demand for other types of public school services, such as preschool and extracurricular activities than under Alternative 1 and similar to Alternatives 3 and 4.

Full build-out under Alternative 2 would occur gradually over many decades and would not be expected to be reached for 60 to 94 years or more (by 2075 to 2109 or beyond). This estimated pace of growth is based on market factors, property characteristics, and current population growth trends in Shoreline and the region.

The projected student populations at the elementary, middle, and high school levels due to increased population in the subarea under Alternative 2—Connecting Corridors at full build-out would require the need for additional schools and supporting facilities, as well as staff, facility, and ancillary services related to education. Because projected build-out would be expected to occur slowly, over the course of many decades, the school district would be able to monitor growth, plan for, and request community support for resources for additional facilities and services based on growth trends over the course of many years.

Mitigation Measures

Background Considerations

In February 2014, two replacement levies were approved to extend financial support for educational programs, maintenance and operations, and technology improvements. These levies would need to be renewed in the future in order for the district to continue to provide a level of service consistent with current conditions. The voting population has been supportive of school district levies, and it is anticipated (but not certain) that as more households with students move into the district, voters would continue to be supportive of future levies.

Mitigation measures that would address the potential impacts described above follow.

- The school district will continue to monitor growth levels within its service area, including the station subarea and document trends in student enrollment in order to plan, prepare, and request community support for resources for the addition of facilities and services to support the growth.
- The school district retains properties for future uses that may be needed. The school district facility west of Shorecrest High school currently being used as a warehouse and central kitchen should be retained for future potential school use to serve the growth projected for the subarea.
- The district also has the ability to alter or shift special program assignments to free up space for core programs: gifted programs, arts, activities, and others.

- Boundary adjustments could occur to reallocate the area from which individual schools draw attendance. As completed recently with the high schools, expansion of affected schools, if feasible, without eliminating required playfields or parking, could be a planned improvement to accommodate increases in demand.
- The City of Shoreline does not currently charge impact fees to new development applications for school facilities. The City should coordinate with the Shoreline School District to monitor and determine the potential eligibility for an impact fee program over time. For example, King County charges school impact fees to development projects in unincorporated areas. Impact fees are adopted annually by ordinance following a thorough review by the School Technical Review Committee and the King County Council of the each district's capital facility plan and enrollment projections.

In order to be eligible to collect impact fees, school districts must demonstrate that there is not adequate capacity to serve growth. King County was able to demonstrate that they did not have capacity prior to implementing its impact fee program. Shoreline School District would need to do the same. Fees vary per school district and are assessed and collected for every new residential dwelling unit. Low-income housing, senior housing, and community residential facilities are exempt from the fee program.

Significant Unavoidable Adverse Impacts

Under any of the three action alternatives, population growth and increased numbers of housing units/households would create

additional demand for public school services and facilities. The anticipated increases in student population would be expected to be manageable since they would occur over several decades. The school district would have the ability to monitor growth in enrollment over time and plan, prepare for, and request community support for resources to increase the level of services and facilities to serve additional students as needed.

Advancements in technology, educational programs, and teaching methods may also play a factor in accommodating the anticipated increases in demand on the public school system.

3.6.2 Police, Fire, and Emergency Services

Shoreline is known region-wide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities, and provide alternative treatment for non-violent and non-habitual offenders. Police protection in the subarea is provided by the Shoreline Police Department, King County Sheriff's Office, and Washington State Patrol. The Shoreline Fire Department provides fire protection and emergency medical services to the City of Shoreline. Servicing the community with fire suppression, prevention techniques, public outreach, and plan review and inspection services, they are committed to improving life safety and protection in Shoreline.

Affected Environment

Police Protection

The Police Station was built in 1956 and purchased by the City shortly after incorporation in 1995. The Station is located outside of the subarea at 1206 N 185th Street. The building is 5,481 square feet, and is constructed of unreinforced masonry that has

not been retrofitted to earthquake standards. The City is in the process of constructing a new police station within and adjacent to City Hall (17500 Midvale Avenue N). As discussed below, the new police station is anticipated to be open late 2017.

As of 2014, there are 52 full-time employees assigned to the Shoreline Police Department. A majority of the officers are in the patrol division; additionally, there is a traffic unit, burglary-larceny detectives, special emphasis team (undercover) detectives, school resource officer, community services officer, professional support staff, sergeants, two captains and a police chief. In 2012, the average response time to emergency calls for service for Shoreline Police was 3.39 minutes compared to the national standard of 5 minutes. Shoreline partners with the King County Sheriff's Office for specialized services, homicide/robbery investigations, SWAT, K9, air support, bomb technicians, and other services.

Police services are provided to Shoreline through a year-to-year "City Model" contract with King County in three major areas:

- City Services: staff is assigned to and works within the city. In 2012, there were 52 FTEs dedicated to the City.
- Regional Services: staff is assigned within the King County Sheriff's Office, and deployed to the City on an as-needed basis (e.g., criminal investigations and special response teams).
- Communications: The City contracts with King County for dispatch services through the King County 911 Communications Center.

There are no City-managed jail cells located within the city. The Shoreline Police maintain two holding cells at the Police Station on N 185th Street to detain suspects until they can be transferred to the King County or South Correctional Entity (SCORE) jail facilities. In addition, the City maintains an agreement with Yakima County for jail facilities.

Special Emphasis Team (SET)—The Shoreline Police Department Special Emphasis Team (SET) consists of one sergeant and four detectives. All four of the detectives are solely dedicated to the day to day operations of the SET Unit.

The responsibilities of the unit vary and are flexible to address identified crime trends in the city. This unit typically works in a plain clothes (undercover) capacity and drives unmarked cars to enhance surveillance abilities. The SET Unit has received extensive training in surveillance techniques, case development, interviewing techniques, and vice and narcotic investigations.

The Shoreline SET Unit works closely with other neighboring police agencies, local and state federal task forces, and the King County Sheriff's Office on a regular basis. SET detectives follow up on all narcotics and vice related complaints and arrests in Shoreline, and all Narcotic Activity Reports (NARs) generated from citizens.

The SET Unit is also actively involved with citizen workshops, Community Landlord Tenant Training, community meetings, and problem solving projects.

Criminal Investigations Unit—The Criminal Investigations Unit is comprised of one sergeant and four detectives. Three of the

detectives are responsible for investigation and follow-up on most felony crimes committed in the city, with the exception of homicide/special assault and major accident investigations, which are handled by the King County Sheriff's Office Major Crimes Unit.

The fourth detective works exclusively on fraud and forgery investigations originating in Shoreline. This detective is also assigned on a part-time basis to a Secret Service Task Force. His/her participation in this task force brings extra support to the City of Shoreline for any complicated investigations that include counterfeiting of US currency, internet and computer investigations, and money laundering cases. Additionally, this detective also investigates Adult Protection referrals for financial exploitation of vulnerable adults in Shoreline.

Community Service Officer—The Shoreline Police Department has one Community Service Officer (CSO). The CSO provides non-law enforcement services to the community, relieving police officers of some tasks that do not require police legal authority.

The CSO's main function is that of community outreach. They are familiar with the various social services in the area and work closely with these agencies to provide needed services to citizens. They also work closely with the courts, domestic violence victims, and the Adult Protective Services concerning Shoreline's adult vulnerable population.

Response to In-Progress Violence Capability--In the last decade, law enforcement on a national level has experienced a spike in violent criminal behavior that has targeted vulnerable locations, such as schools, shopping centers, and movie theaters. The

Shoreline Police Department has worked hard to develop and implement appropriate tactics by drawing on the expertise of multiple sources. They have designed a program that can be adjusted as needed to fit a wide range of scenarios. One of the highest priorities is partnership with the school district. The Shoreline Police Department strives to provide a safe environment for students.

Shoreline District Court (Non-City-Managed)—The Shoreline District Court, located at 18050 Meridian Avenue N, is supportive of police services provided to the City through an interlocal agreement with King County. The District Court provides City-managed court services for the prosecution of non-felony criminal offenses committed within the incorporated city limits. The District Court serves several other jurisdictions as well.

Police Level of Service

The Shoreline Police department strives to maintain the level of service of 1 patrol officer per 1,000 residents. In 2012 level of service was 0.99 commissioned officers per 1,000 Shoreline residents. The total number of commissioned officers includes full-time dedicated officers, plus officers who work in supervisory or other non-patrol related positions, as well as officers that work in specialty units that are on-call for the city. Although the number of Shoreline's dedicated officers may stay the same from year to year, the number of officers that respond to calls for service can change with the City's needs. Therefore, the number of total commissioned officers can increase or decrease depending on Shoreline's service needs from year to year.

Planned Police Facilities

The Police Department closed two storefront neighborhood centers that were staffed by community volunteers. Closing those facilities is associated with future plans to consolidate services into one facility. Scheduled for late 2017, the Police Department will close their precinct at N 185th Street and relocate to the Civic Center on the first floor of City Hall. Long-term plans include constructing a critical and essential infrastructure building for emergency related equipment, generators, and emergency communication systems.

Requests have been made for patrol officers to have available electric motorcycles that are environmentally friendly and quieter, which is beneficial when patrolling urban areas and parking structures. The department currently plans to maintain an approximate ratio of .85 commissioned officers per 1,000 residents (population) based on the City's adopted level of service standard/policy. The department reports it is currently operating at a ratio of approximately 1 commissioned officer per 1,000 residents.

Fire and Emergency Services

The Shoreline Fire Department is a non-City-managed special purpose district providing Fire Protection and Medical Emergency Services across an area slightly larger than the incorporated boundaries of the City of Shoreline (serving the full current population of Shoreline plus some additional). The Fire Department provides fire suppression services City of Shoreline residents as well as to Point Wells in Snohomish County on a contractual basis. The Shoreline Fire Department maintains five stations located at 17525 Aurora Avenue N (Station 61), 719 N 185th Street (Station 64), 1851 NW 195th Street (Station 62-

Children's Safety Center), 145 NE 155th Street (Station 65), and 1410 NE 180th Street (Station 63). The department also maintains five pumpers, three advanced life support units, three basic life support units, and one ladder truck. Station 65 is located in the subarea, and Stations 61, 63, and 64 are adjacent to or within close proximity to the subarea.

The Fire Department currently employs twenty-nine full-time firefighter/paramedics who provide professional 24-hour advanced life support services. Station 61 has six command and support staff and no operations officers. Station 63 has a minimum of four staff including one officer, two fire fighters, and one medical service officer. Station 64 provides a minimum staff of eight including one officer and two fire fighters on an engine, two fire fighters on an aid car, two paramedics, and a Battalion Chief. Station 65 has a minimum of three staff including one officer and two fire fighters. In addition, Shoreline Medic One staffs one full-time medic unit serving Northshore, Lake Forest Park, and Bothell.

Emergency medical services make up the largest number of 911-responses. Shoreline Fire Department provides two levels of medical care: Basic Life Support and Advanced Life Support. Firefighter/Emergency Medical Technicians (EMT) and Firefighter/Paramedics provide a total team approach and provide distinct yet complementary care.

City of Shoreline Emergency Operations Center (EOC)—The City assumes responsibility of emergency management for their jurisdiction. The City has established its Emergency Operations Center at the Shoreline Fire Headquarters (Station 61) through a Memorandum of Understanding (MOU). The City supports the

equipment needed to operate from the Fire Department's community room. The need for a more permanent EOC was also discussed in the 2009 Hazard Mitigation Planning process. This could potentially be included in the planning for a new police facility, and is considered a "critical facility" during emergencies.

Fire and Emergency Level of Service

The Shoreline Fire department determines their level of service by call volumes defining staffing and station demands and needs. The type of calls and location of the call relates to reliability or availability of the first due station to provide coverage. The department is operating at a very high level of service with about one call/incident annually for every 8 to 10 people. A typical level of service standard is approximately one call for every 30 people.

Planned Fire Facilities

The Shoreline Fire Department recently completed construction of two new neighborhood fire stations and a training/support services/administrative facility. Future projects are anticipated with expected population growth but specific projects are not currently programmed. Station 63 is most likely to receive improvements since it is one of the older facilities and is designated as the first due station associated with the subarea. Improvements to this facility would provide an increase in response and allow for housing of appropriate equipment and response vehicles.

Analysis of Potential Impacts

Alternative 1—No-Action

Under the Alternative 1—No Action, population growth and construction of new housing and businesses in the study would be less than under the action alternatives, but there would still be some additional demands for police, fire, and emergency services. Under the No-Action Alternative, the City's population growth would impact fire protection with an estimated total population in the subarea of 11,040, an increase of 2,719 people over the current population of 8,321.

For police protection, Alternative 1—No-Action would increase demand for police services. Related to police services, if Shoreline Police maintained the level of service standard ratio of .85 commissioned officers per 1,000 residents, the additional population would require approximately 2.3 additional commissioned police officers. Additional impacts may be incurred depending on the involvement and future continued support by the King County Sheriff's Department.

Under Alternative 1—No Action, there would be limited redevelopment due to the lack of population increase. As such it is less likely to include advanced technology to support emergency service and security systems in connection with the dispatch service.

For fire and emergency services, the population increase would equate to an additional 272 to 340 calls/incidents annually. With the fire and emergency services already under a substantial burden to serve the current population and responding to three

times more calls than typical service levels, any increases in population would require additional services and facilities.

The Next Twenty Years (Up to 2035) under any of the Action Alternatives

Under any of the action alternatives, the projected 2035 population of new (additional) residents would be to 2,886 to 5,314 (living in 1,203 to 2,214 housing units), above current levels of residents and households in the subarea. This would create a demand for approximately 2.5 to 4.5 new commissioned police officers by 2035 (over today's levels) to address arising needs such as increased crimes and offenses and to provide added patrol and protection services.

Fire and emergency service providers would need to increase staffing, equipment, and facilities to handle approximately 287 to 664 new calls annually in the subarea by 2035.

The Next Twenty Years—with or without Phasing Boundaries

The entire subarea is located in fairly compact geographic area that is served by the same police, fire, and emergency services providers. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts to these services and facilities, which are analyzed based on projected population growth in the subarea.

Alternative 4—Compact Community Hybrid

For the higher level of population growth projection expected under Alternative 4—Compact Community, at full build-out there would be a much higher demand for police protection as well as fire and emergency service facilities than under current

conditions. Both the police and fire departments would require additional staff, equipment, and facilities to serve the growing population.

The total population would be expected to rise to 32,367 people living in 13,486 housing units under Alternative 4—Compact Community Hybrid at full build-out. This is 24,046 more people and 10,019 more housing units than under current levels.

Based on market factors, property characteristics, and current population growth trends in Shoreline and the region, this level of growth would be anticipated to occur over many decades, not reaching build-out levels for 55 to 87 years or more (or by 2071 to 2103 or beyond).

There is the potential with increased population density that there could also be increases in crimes and offenses in the subarea that would need to be addressed through added police protection and patrols.

The population growth of Alternative 4—Compact Community Hybrid would result in a demand for approximately 20 new commissioned police officers at full build-out to maintain the current City-adopted level of service ratio of .85 commissioned officers per 1,000 residents at full build-out. This demand would increase gradually and incrementally over many decades. With further evaluation and planning, the City could consider the potential for a satellite police station in the subarea over the long term future.

For fire and emergency services this population increase would result in an additional 2,405 to 3,006 calls annually at full build-

out (increasing incrementally over many decades up to that amount).

With the building heights and types proposed under Alternative 4 (as with Alternatives 2 and 3), there would be a need for emergency and fire service providers to evaluate current equipment and vehicles to determine if additional resources would be needed. For example, increased ladder height may be needed, and rescue and evacuation training needs may change.

Given the level of existing services and facilities compared to the potential future demand, additional funding and resources would be needed to support increases in the level of service provided by police, fire, and emergency services. Modern technology incorporated into new medium to high density developments is likely to increase efficiencies within the communication, call, and dispatch services within the subarea, benefiting police, fire, and emergency services.

Because build-out would be expected to occur very gradually over several decades, it is anticipated that the service providers would be able to monitor growth in their activities, proactively plan for, and seek funding and resources to adjust services as needed to respond over time.

Alternative 3—Compact Community

For the higher level of population growth projection expected under Alternative 3—Compact Community, at full build-out there would be a much higher demand for police protection as well as fire and emergency service facilities than under current conditions. Both the police and fire departments would require

additional staff, equipment, and facilities to serve the growing population.

The total population would be expected to rise to 36,647 people living in 15,270 housing units under Alternative 3—Compact Community. This is 28,326 more people and 11,803 more households than under today's levels.

Full build-out under Alternative 3 would not occur by 2035. Based on market factors, property characteristics, and current population growth trends in Shoreline and the region, this level of growth would be anticipated to occur over many decades, not reaching build-out levels for 63 to 98 years or more (or by 2078 to 2113 or beyond).

As with the other action alternatives, with increased population density there could also be increases in crimes and offenses in the subarea that would need to be addressed through added police protection and patrols.

The population growth of Alternative 3—Compact Community would result in a demand for approximately 24 new commissioned police officers at full build-out to maintain the current City-adopted level of service ratio of .85 commissioned officers per 1,000 residents at full build-out. This demand would increase incrementally over many decades.

With further evaluation and planning, the City could consider the potential for a satellite police station in the subarea over the long term future.

For fire and emergency services this population increase would result in an additional 2,833 to 3,541 calls annually at full build-out (again increasing incrementally over many decades up to that amount).

With the building heights and types proposed under Alternative 3 (as with Alternatives 2 and 4), there would be a need for emergency and fire service providers to evaluate current equipment and vehicles to determine if additional resources would be needed. For example, increased ladder height may be needed, and rescue and evacuation training needs may change.

Given the level of existing services and facilities compared to the potential future demand, additional funding and resources would be needed to support increases in the level of service provided by police, fire, and emergency services. Modern technology incorporated into new medium to high density developments is likely to increase efficiencies within the communication, call, and dispatch services within the subarea, benefiting police, fire, and emergency services.

Because build-out would be expected to occur very gradually over several decades, it is anticipated that the service providers would be able to monitor growth in their activities, proactively plan for, and seek funding and resources to adjust services as needed to respond over time.

Alternative 2—Connecting Corridors

For the level of population growth projection expected under Alternative 2—Connecting Corridors, at full build-out there would be a much higher demand for fire protection and emergency service facilities, equipment, and staff than under current

conditions and under Alternative 1, and comparable to the other action alternatives. Based on current incidents/calls per population, an additional 2,632 to 3,290 calls per year would be expected with the population growth of 26,322 additional people.

With the building heights and types proposed under Alternative 2 (as with Alternatives 4 and 3), there would be a need for emergency and fire service providers to evaluate current equipment and vehicles to determine if additional resources would be needed. For example, increased ladder height may be needed, and rescue and evacuation training needs may change.

Full build-out of Alternative 2—Connecting Corridors would impact the Shoreline Police Department facilities and services by creating an increased demand for approximately 22 additional commissioned officers maintaining the current City-adopted level of service ratio of .85 commissioned officers per 1,000 residents at full build-out. This staffing increase would help to address arising needs such as increased crimes and offenses and to provide added patrol and protection services.

Given the level of existing services and facilities compared to the potential future demand, additional funding and resources would be needed to support increases in the level of service provided by police, fire, and emergency services. Modern technology incorporated into new medium to high density developments is likely to increase efficiencies within the communication, call, and dispatch services within the subarea, benefiting police, fire, and emergency services.

Because build-out would be expected to occur very gradually over several decades (60 to 94 years or more; by 2075 to 2109 or

beyond), the service providers would be able to monitor growth in their activities, proactively plan for, and seek funding and resources to adjust services as needed to respond over time.

Mitigation Measures

- The demand for police protection could be reduced through requirements for security-sensitive design of buildings and Crime Prevention through Environmental Design (CPTED) principles for surrounding site areas.
- Provisions of onsite security services could reduce the need for police protection.
- The Fire Department places a lot of emphasis on fire prevention tactics and community education to reduce unintentional injuries and the loss of life and property from fire, accidents, and natural disasters by increasing public awareness.
- Implementation of advanced technology features into future development could increase response time and improve life safety in emergency situations.
- Behavioral changes through education and increased use of outreach, as well as volunteer services such as neighborhood watch programs also could help to reduce demand for some services.
- The increases in households and businesses in the subarea will result in increased tax revenue, which could help to offset some of the additional costs associated with providing

increased services and the need for additional facilities related to police, fire, and emergency services.

- With further evaluation and planning, the City could consider the potential for a satellite police station in the subarea over the long term future.

Significant Unavoidable Adverse Impacts

There would be an increase in demand on police, fire, and emergency services under any of the alternatives, but to more substantial levels under Alternative 4—Compact Community Hybrid, Alternative 3—Compact Community, and Alternative 2—Connecting Corridors, than under Alternative 1—No Action. With increased population there would likely be an increase in crime, as well as in emergency incidents that require more service from police, fire, and emergency professionals.

Because the growth under any of the action alternatives would be expected to occur gradually, over many decades, department planning for services and facilities should be able to proactively plan for and keep pace with the growth to allocate resources (staffing, buildings, equipment, etc.). However, funding levels for fire and emergency services would need to be increased and keep pace with growth in the subarea to maintain the level of service required to respond to increased calls.

Police Protection has been able to manage an acceptable industry level of service for years and plans to continue achieving that service standard during population growth. However, increased population or other changes in the community may require alteration of specific unit development within the Police

Department or may require changes in support from the King County Sheriff's department or Washington State Patrol.

Adequate funding for provision of services, as well as procurement of equipment and resources would need to be allocated over time to support population growth in the subarea. With this investment it is anticipated that potential adverse impacts would be mitigated, and there would not be significant unavoidable adverse impacts.

3.6.3 Solid Waste Management Services

Affected Environment

City Contracted Services through Recology Cleanscapes

Solid waste, recycling, and organics collection services in Shoreline are provided under contract with Recology Cleanscapes. The costs for services are paid by residents directly to Recology CleanScapes. A tiered system of services offers various sizes and frequency for garbage collection for single-family residents. Although most residential customers receive curbside garbage and organics collection every week, there is an option for monthly garbage and weekly organics collection at a reduced rate. In all cases recycling collection occurs every other week. Recology Cleanscapes will haul bulky waste items (e.g. refrigerators, sofas, mattresses, etc.) curbside for an additional charge. After collection the solid waste is transported to the King County Recycling and Transfer Station in Shoreline, and the organics are typically taken to Lenz Recycling Compost Facility in Stanwood, Washington. The recycled materials are transported to Recology Cleanscape's own materials recycling facility in Seattle, Washington.

King County Solid Waste Division

A King County Recycling and Transfer Station is located at 2300 N 165th Street. This facility receives solid waste and a variety of recycled materials from the Shoreline community and surrounding cities. The Shoreline Transfer Station accepts large appliances and fluorescent light bulbs, which aren't typically disposable at other area facilities. Waste consolidated at the transfer station is hauled to the Cedar Grove Regional Landfill in Maple Valley, Washington.

The King County Comprehensive Solid Waste Management Plan completed in 2013 provided an estimate of the amount of waste generated per customer (household or commercial address) and the recycling rate for communities in the county. For Shoreline, the average amount of garbage disposed per week was 23 pounds per customer. This was lower than many other communities in the county and lower than the countywide average of 25 pounds per week. Shoreline's recycling level was 57 percent, which was higher than many other communities and higher than the countywide average of 55 percent. The Shoreline community is managing solid waste in an above average manner. Also, in Shoreline and countywide, average weekly disposal amounts are trending downward, while recycling levels are increasing.

Analysis of Potential Impacts

Under all the alternatives, population increase in the subarea would increase demand for solid waste, recycling, and organics collection services over the course of the time the population reaches build-out levels. Levels of solid waste generated and related service demands would be similar under any of the action alternatives over the next twenty years (up to 2035), given the expected pace of growth. The implementation of phasing boundaries would not affect this demand since the same service provider serves the entire subarea.

Under any of the action alternatives over the next twenty years, approximately 1,226 to 2,257 more customers would generate 28,198 to 51,911 additional pounds per week of solid waste by 2035.

Under Alternative 1—No Action, 1,162 more customers by 2035 would generate an estimated additional 26,726 pounds per week (given the 1,133 additional households as well as businesses projected for the subarea along with existing uses, with no changes in zoning).

Under Alternative 4—Compact Community Hybrid, an additional 11,011 housing units, as well as businesses and other land uses would develop at build-out. This would add approximately 10,396 new customers who would generate approximately 239,108 additional pounds of solid waste per week.

Under Alternative 3—Compact Community, an additional 11,803 housing units, as well as businesses and other land uses would develop at build-out. This would equate to approximately 12,125

more customers generating 278,875 additional pounds of solid waste per week.

Under Alternative 2—Connecting Corridors, an additional 10,968 housing units, as well as various businesses and other land uses, also would develop at build-out and create increased demand for services in the subarea. This would create approximately 11,374 new customers who would generate approximately 261,602 additional pounds of solid waste per week.

Table 3.6-3 displays estimated waste generation levels per alternative based on today's known calculations for Shoreline. It should be noted that these amounts are likely high given trends toward solid waste reduction and increased levels of recycling.

Table 3.6-3
Estimated Solid Waste Generation per Alternative

Time Frame:	Alt. 4 Compact Community Hybrid:	Alt. 3 Compact Community:	Alt. 2 Connecting Corridors:	Alt. 1 No Action:
Twenty Years/ 2035	1,226 to 2,257 customers and 28,198 to 51,911 additional pounds per week	Same as Alternative 4	Same as Alternative 4	26,726 additional pounds per week generated by 1,162 more customers
Build-Out	239,108 additional pounds per week	278,875 additional pounds per week	261,602 additional pounds per week	Not Analyzed

More landfill space may be needed to support waste management at the levels listed, particularly for Alternatives 2, 3, or 4. There would need to be intense management of solid waste levels including actions to reduce and divert waste to avoid this outcome.

Mitigation Measures

As discussed previously in this section, full build-out of the action alternatives would be expected to occur gradually, over many decades into the future.

- To reduce construction related waste, the City already requires development applicants to provide evidence that they recycled or reused building materials when redeveloping sites, and as part of their application requires them to explain what measures were included.
- The City may condition Planned Action applications to incorporate feasible recycling and reuse measures.
- The City or other entities involved in solid waste management could increase outreach to educate residents and businesses about the importance of waste reduction and recycling. Programs to encourage more composting, conversion of waste to energy, reuse, recycle, barter/trade, etc. could be intensified over time. These efforts could lead to behavioral shifts in the subarea.
- Solid waste services are paid through fees. Additional customers would increase the revenue base for solid waste management services. Through recycling, reuse

and waste reduction, the City works with King County to monitor and reduce the need for additional landfill space.

Significant Unavoidable Adverse Impacts

Implementation of any of the action alternatives would increase demand for solid waste services due to increases in residential and employment population in the subarea. Services are provided on a fee basis to customers, and over time service improvements would be made to meet the needs of growth and new customers. Also, progress in recycling and waste management is expected to occur in the coming decades, which should significantly reduce the quantities projected. As such, no significant unavoidable adverse impacts would be anticipated.

3.6.4 Other Public Services and Facilities

Affected Environment

City Hall/Shoreline Civic Center/City Services

The Shoreline Civic Center and City Hall is located at 17500 Midvale Ave. N., in the heart of Town Center. This 67,000 square foot, LEED Gold certified building was completed in 2009 with an expected lifespan of 50-100 years. It offered the ability for the City to consolidate services to one location, and will further that goal to better serve the community by welcoming the new police department in late 2017.

City Hall currently includes the City Manager's Office; City Clerk; Finance; Administrative Services; Human Resources; Parks, Recreations, and Cultural Services; Public Works; and Planning and Community Development. In 2016, the City had a count of

148 full-time employees (FTEs). The current level of service for the City calculates to approximately 2.67 employees per 1,000 residents, which is lower than most Puget Sound cities. If the City assumes additional responsibilities in the future, such as jurisdiction over utility systems, this ratio could change with more employees per 1,000 residents.

Historical Museum/Arts and Culture

The Shoreline Historical Museum is located north the subarea at the intersection of N 185th Street and Linden Avenue N. It is managed and operated by a non-profit organization with a mission dedicated to preserving, recording and interpreting the heritage of the historic Shoreline area and its relationship to the Northwest region.

Various arts and cultural groups are active in the community and provide a variety of community services.

Libraries

The Shoreline Library is a King County District Library located north of the subarea at 345 NE 175th Street. It is a 20,000-square-foot facility opened in 1993, replacing the 15,000-square-foot library built in 1975, and offers additional features that the recent previous facility did not include, such as two meeting rooms and two study rooms.

Postal Buildings

United States Postal Service offices are located at Aurora Avenue N and N 145th Street as well as 17233 15th Avenue NE. These locations provide full service to the surrounding community with hours from 8:30 – 5:30 Monday through Friday, and open from 8:30 to 3:00 on Saturdays. Lobby areas are open 24 hours for PO

Box access, mail drop off, and other self-service features. The demand for postal services has been in general decline in the US for several years due to the reliance of the public on other communication methods such as email services and social media.

Human and Social Services

A Washington Department of Public Health Laboratory is located in Shoreline at 1610 NE 150th Street. The location is just east of the subarea, but provides diagnostic and analytical services for the assessment and surveillance of infectious, communicable, genetic, and chronic diseases, and environmental health concerns to the surrounding community. Other types of human services provided in Shoreline include services for seniors such as the senior center and social service programs and facilities. Social and community services would include the need for community center uses, additional meeting space, and other facilities.

Analysis of Potential Impacts

Population growth under all of the alternatives would increase demand for City services and other public services, but there would be the need for expanded services and facilities over time with build-out of any of the three action alternatives.

Redevelopment over time would necessitate ongoing needs for new regulations, planning and development review, and capital projects, as well as City public works and maintenance personnel and other employees. Based on the additional population growth anticipated under the various action alternatives, the following increases in demand for other types of public and community services would be expected.

Alternative 1—No Action

Under Alternative 1, there would be an estimated population increase of 2,719 people by 2035, which could generate demand for:

- 7.26 additional FTE City employees would be needed to serve this growth by 2035; and
- 4.9 percent increased demand for library, museum, arts and culture, postal, and human/social services by 2035.

The Next Twenty Years (Up to 2035) under any of the Action Alternatives

Implementation of any of the three action alternatives would add approximately 2,886 to 5,314 more people to the subarea by 2035. This level of new population would result in:

- Demand for 7.71 to 14.19 additional FTE City employees by 2035; and
- 5.2 percent to 9.6 percent increase in demand for other services such as library, museum, arts and culture, postal, and human/social services by 2035.

The Next Twenty Years—with or without Phasing Boundaries

The entire subarea is served by the same public service providers. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts, which are analyzed based on projected population growth in the subarea.

Alternative 4—Compact Community Hybrid

Alternative 3 would result in addition of 24,056 people. This level of new population would result in:

- Demand for 64.2 additional FTE City employees at build-out (incrementally increasing over many decades up to that amount), applying the current ratio of 2.67 city employees per 1,000; and
- 43.38 percent increase in demand for other services such as library, museum, arts and culture, postal, and human/social services (a new library or satellite library may be needed at build-out).

Alternative 3—Compact Community

Alternative 3 would result in addition of 28,326 people. This level of new population would result in:

- Demand for 75.63 additional full-time-equivalent (FTE) City employees at build-out (incrementally increasing over many decades up to that amount), applying the current ratio of 2.67 city employees per 1,000; and
- 51 percent increase in demand for other services such as library, museum, arts and culture, postal, and human/social services (a new library or satellite library may be needed at build-out).

Alternative 2—Connecting Corridors

Alternative 2 would increase population by an additional 26,322 people, which would result in:

- Demand for an additional 70.28 FTE City employees at build-out; and
- 47.48 percent increase in demand for library, museum, arts and culture, postal, and human/social services at build-out.

Mitigation Measures

All alternatives would increase population in the subarea and require additional public services, including the need for a variety of services. For all public services, it is anticipated that increases in households and businesses in the subarea would result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased services and facilities to serve the growing population. Also, because growth would happen gradually over many decades, it is anticipated that the demand could be monitored, planned for, and served in a manageable way over time.

- The City may consider increases in development application review fees to cover costs associated with increased redevelopment activities in the subarea.
- The City should continue to provide outreach and communication to other public service entities listed above to make them aware of the potential for growth over time and the gradual increased demand for services that may accompany the growth.
- The City and other human/community services providers should monitor the need for additional services and facilities as growth occurs over time and properly plan for and allocate resources toward expanding and enhancing services to address increased demand.

Significant Unavoidable Adverse Impacts

Under all alternatives, the subarea would experience population growth. Under the three action alternatives, the level of growth at full build-out would be substantially higher than under Alternative 1—No Action. A relatively incremental pace of growth

would be expected to be similar under any of the action alternatives, occurring gradually, over many decades. The City and service providers would have opportunities to monitor growth, update plans, and prepare for and respond appropriately with additional services to accommodate the increased demand. As such, no significant unavoidable adverse impacts would be anticipated.

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3.7 Utilities and Energy Use

This section describes the affected environment, analyzes potential impacts, and provides recommendations for mitigation measures related to utilities and energy use, including water, wastewater, electricity, natural gas, and communications.

The City of Shoreline has a number of franchise agreements with utility providers, including Seattle City Light, Ronald Wastwater, Seattle Public Utilities, North City Water District, Level 3, Astound, and various others. For more information on these agreements go to:

<http://www.shorelinewa.gov/government/departments/city-clerk-s-office/utility-franchises>.

All maps referenced are provided at the end of this section.

3.7.1 Affected Environment

Water

Service Providers

Two water purveyors provide service in Shoreline: North City Water District and Seattle Public Utilities. Water service in the subarea is split, with Seattle Public Utilities roughly serving west of Interstate 5, and North City Water District serving roughly east of Interstate 5. A map of the water service area is provided as **Figure 3.7-1**.

Water Supply

Seattle Public Utilities

Seattle Public Utilities is the primary water purveyor in the area. In addition to the City of Shoreline, SPU services the City of Seattle, and a number of communities and wholesale water purveyors within King County and southern Snohomish County. Seattle Public Utilities current supply estimate is 172 million gallons per day (mgd). Based on Seattle Public Utilities Comprehensive Plan, SPU's source of supply is adequate for demand forecast until 2060.

Water entering the distribution system from the SPU's water sources is treated at a number of treatment facilities. Current water quality readings are adequate for the water system at various water quality sampling locations. In the future, SPU will be evaluating contract extension options for the Tolt and Cedar Water Treatment Facilities.

The planned subarea is located within the Seattle Public Utilities 590 Pressure Zone. Water is withdrawn from the Tolt supply line via a pump station at the corner of NE 145th Street and 5th Avenue N, to service the SPU portion of the study area, in conjunction with the Bitter Lake Water Reservoir.

SPU's water supply comes from the Tolt River and Cedar River Watersheds. The Tolt River Watershed is located in the foothills of the Cascades in East King County. It supplies about 30 percent of the drinking water for 1.4 million people in the greater Seattle area. The Cedar River Watershed is managed to supply 70 percent of the drinking water to the greater Seattle area.

The SPU 2013 Water System Plan describes general funding allocation for different aspects of the water system. Due to the broad overview of the SPU 2013 Water System Plan, details were not specific to the Shoreline area, and in particular the region surrounding the subarea. The only major capital improvement project that would affect the SPU portion of the subarea is the removal of the Foy Standpipe. The standpipe was constructed in 1933, and according to the 2013 Water System Master Plan, the standpipe was planned to be decommissioned in 2013.

North City Water District

North City Water District purchases water wholesale from Seattle Public Utilities. In January 2012, North City Water District completed a new connection with the Seattle Public Utilities NW regional supply, which draws water from both the Tolt and Cedar River Watersheds. The Tolt Watershed acts as the main water supply for the North City Water District, with the Cedar River Watershed as a backup water source.

In 2013, the North City Water District entered into a new agreement with the Seattle Public Utilities to supply 3,330 gallons per minute (gpm) of water to North City customers. In conjunction with the new withdrawal rate, The North City Water District conducted an analysis of water currently available to customers within their system. **Table 3.7-1** contains an analysis of their existing and projected water supply demands for the water

source feeding pressure zone 515, and all other zones associated with this source.

As indicated in Table 3.7-1, under the North City Water District's current demand projections (estimated growth without the inclusion of any of the 145th Street Station Subarea rezoning alternatives), the District would have a surplus of 882 gpm under peak demands for the year 2030. According to the North City Water District 2011 Comprehensive Plan, the District does not currently forecast to have a deficiency in source capacity through the year 2030.

North City Water District contains seven pressure zones, and the portion of the subarea in the District is located in the 590 pressure zone. The subarea is located at the southwest corner of the North City Water District's service area. This section of the system is located the furthest distance away from a source of supply, limiting water circulation within the water mains.

According to the District's 2011 Comprehensive Plan, a new source of supply is being proposed within the vicinity of the subarea. The new source of supply, Supply Station #5 will create a new pressure zone for the District. The planned subarea makes up almost the entire new Pressure Zone 515. Supply Station #5 zone will withdraw water directly from the Tolt River Transmission Main without pumping. The proposed 515 pressure zone will receive water predominately from this supply station, with the existing water storage tanks as backup.

Table 3.7-1—Water Source Analysis

Year	ERUs ¹	MDD ² (GPM)	FSS ³ Replenishment Rate (GPM)	Source (GPM)		
				Required	Existing/Proposed	Surplus (Deficit)
2013	7,745	1,836	250	2,086	3,330	1,244
2016	7,977	1,891	250	2,141	3,330	1,189
2030	9,275	2,198	250	2,448	3,330	882

1. ERU = Equivalent Residential Unit is used to convert commercial units and multifamily dwellings to equivalent single family residential units for water demand forecasting purposes
2. MDD = Max Daily Demand
3. FSS = Fire Suppression Storage

Water Storage

Seattle Public Utilities

Seattle Public Utilities owns and operates a number of water storage facilities within the City of Shoreline. The subarea is primarily serviced by the Bitter Lake reservoir, which contains 21.3 million gallons of available water storage. A \$31-million project was completed in 2002 to cover the Bitter Lake and Lake Forest reservoirs with a water tight cover, both of which serve areas within the Shoreline city limits. Seattle Public Utilities is currently in the process of replacing a number of existing surface reservoirs with underground structures. In 2020, the floating covers on Bitter Lake and Lake Forest Park Reservoirs will be evaluated for their remaining service life and possible replacement.

Modeling of the water conveyance system has verified that the Lake Forest Park reservoir is currently adequately sized for the existing and projected near term population. No upsizing of the reservoir is projected in the near future.

North City Water District

The North City Water District owns two reservoirs in the area. The reservoirs contain 5.7 million gallons of water storage capacity collectively. The largest of the storage facilities contains 3.7 million gallons of water storage. This reservoir directly serves the pressure zone in which the subarea is located. The 2011 North City Water District's Comprehensive Plan performed an analysis on this reservoir, and determined it has adequate capacity for the 2030 forecasted demand scenario. Once the Supply Source #5 is connected into the system, and the area around the subarea is placed in its own 515 pressure zone, the water reservoirs will only act as backup water storage to this portion of the District's service area.

Table 3.7-2 contains a summary of the water storage available to the system in millions of gallons (MG) for Equivalent Residential Units (ERU). An ERU is a unit of measure used to equate non-residential or multifamily residential water usage to a specific number of single-family residences. For example, if a system has sufficient physical capacity to serve 100 ERU's, then that system would have sufficient capability to meet the projected needs of 100 full-time single-family residences. That same system would

also be able to serve any combination of customers (residential, customers, etc.) provided the quantity of water used is equivalent to the projected needs of 100 single-family homes (100 ERUs).

In addition to the reservoirs, the North City Water District contains four source withdrawals and two booster pump stations that work in conjunction to supply water to its customers. The Tolt Booster Station 1 has a capacity of 2,000 gpm with alternating pumps, and Tolt Booster Station 2 has a capacity of 2,300 gpm with alternating pumps.

In 2013, the North City Water District installed Supply Station #4 into their network. Even without the inclusion of Proposed Supply Station #5 (proposed in 2020), the District projects to have adequate water storage capabilities for the forecasted demand of 2,448 gpm in year 2030, with the two existing booster pump stations, the new Supply Station #4, and the 3.7-million-gallon reservoir.

Table 3.7-2—Water Storage Analysis—North City Water District System

Year	ERUs	Grouped Zone Gross Vol. (MG)	Storage Component Volume (MG)					Effective Volume (MG) ⁵	Storage Surplus (Deficit) (MG) ⁶
			Dead Storage ¹	Standby Storage ^{2,4}	Fire Suppression Storage ^{3,4}	Equalizing Storage	Operational Storage		
2016	7977	3.7	0	2.72	1.08	0.16	0	3.7	0.82
2030	9275	3.7	0	3.17	1.08	0.23	0	3.7	0.3

1. Dead Storage includes the stored volume that is not available to all customers at a minimum design pressure. The construction and operation of the North City Pump Station will make use of the dead storage in the 3.7 MG reservoir.
2. Standby Storage determined by Department of Health (DOH) recommendation to provide storage for two days of the system's average day demand (ADD). DOH recommends at a minimum, 200 gallons/ERU.
3. Fire Suppression Storage is a volume available at a minimum pressure of 20 psi to all customers and includes the volume consisting of the highest minimum required fire flow rate and duration.
4. Standby and Fire Suppression Storage are consolidated (nested).
5. Effective Volume is the total volume of the reservoir less any dead storage.
6. Storage Surplus is the Effective Volume, less the larger of the Standby and Fire Suppression Storages, less the Equalizing Storage.

Water Distribution

Seattle Public Utilities

The existing SPU system is the result of several decades of installation projects (1930s through the present). Pipe diameter ranges from 2" distribution mains to 30" transmission mains within the subarea. Within the Seattle Public Utilities region of the subarea, there are 5,000 feet of water mains less than 6" in diameter, 23,800 feet of water mains between 6" and 12", and 18,700 feet of water mains greater than 12". The majority of pipe diameters less than 6" in diameter were installed before 1960. A 24" steel water transmission main runs along NE 145th Street, from the supply pump station withdrawing water from the primary 60" Tolt supply main, runs under I-5, and continues to Greenwood Avenue N. A 24" steel main branches off at the intersection with Aurora Avenue N, and continues north to NE 185th Street. The 24" steel transmission main was installed in 1933 and relined in 1986. The 24" main is the primary transmission main feeding the Seattle Public Utilities portion of the subarea.

North City Water District

According to the North City Water District's Comprehensive Plan, over 50 percent of the district's mains were installed between 1966 and 1968. The North City Water District's distribution and transmission main inventory identified approximately 10 percent of their network as 4" mains or less, 54 percent as 6" mains, 35 percent as 8"–12" mains, and less than 3 percent as larger than 12" mains. In order to ensure adequate fire flow within the system, when a new development is constructed, they are required to upsize all public water mains adjacent to their development to a minimum 8" diameter to provide adequate fire

suppression. The North City Water District's portion of the subarea contains a series of 6" diameter through 12" diameter mains, most of which are in a looped system.

Current Demand for Water

Residential water demand is based on a survey generated by Seattle Public Utilities. The survey provides a comparison of residential water demand generated per household for each wholesale water customer, including the North City Water District. A comparison of residential water demand for the North City Water District, Seattle Public Utilities District, and other Wholesale customers is shown in **Table 3.7-3**

For the purposes of this analysis, the average water consumption of 171 gpd per single family residential household was used for the residential demand calculations. Commercial water use is based on Equivalent Residential Units (ERUs), with 171 gpd per ERU. This analysis assumes one ERU is equivalent to 2.4 employees.

Table 3.7-3—Water Consumption Analysis

	2008	2009	2010	2011	2012
North City Water District	169	171	171	140	139
Wholesale Average	179	193	164	165	172
Seattle	140	145	145	128	130

With these demand figures, the North City Water District supplies 361,000 gallons per day of water during peak season operations to their portion of the subarea, and Seattle Public Utilities supplies 329,000 gpd to their portion of the subarea. The total demand within the subarea under current conditions is estimated to be 690,000 gpd.

Fire Flow

Fire flow is regularly inspected by both service providers. According to Seattle Public Utilities (SPU), all fire hydrants were inspected within the service area of Shoreline in 2016, to assure all hydrants are functional. Furthermore, fire flow was analyzed based on SPU's hydraulic model of the water system within Shoreline, to predict available fire flow at each hydrant.

The "Modeled ADD Fire Flow in Shoreline August 30, 2012" map depicts the available fire flow in the SPU region of the city. According to the map, the subject area is within the 590 feet of elevation pressure zone. Current fire flow for the area primarily ranges from 2,000 gpm to over 4,000 gpm. Three fire hydrants located on a loop south of NE 155th Street, between Stone Avenue N, NE 153rd St, and Interlake Avenue N provide between 500 to 1,000 gpm of fire suppression flow. These streets are at the eastern limits of the subarea, and the fire hydrants are located on a 4" main installed in 1947. In order to supply sufficient fire suppression, these mains need to be upsized.

In order to ensure adequate fire flow within the system, prior to starting a new development, applicants are required to apply for a Certificate of Water Availability. Once the application is complete and the fees paid, the districts conduct a Fire Flow Analysis using a computer hydraulic model to determine the

amount of flow and pressure available at the property in question. If the result of the analysis indicates there is sufficient fire flow, the Certificate of Water Availability will be issued to the property owner. If the result of the analysis indicates there is insufficient fire flow, improvements will be required.

Wastewater Systems

Service Provider

The City of Shoreline is served by the Ronald Wastewater District for collection of the wastewater. The Ronald Wastewater District is a municipal utility governed by elected officials. The City of Shoreline is currently assuming the Ronald Wastewater District, which will make the wastewater system a City owned and operated utility.

The subarea is located within three sewage drainage basins, all of which drain via gravity systems to the King County's West Point Treatment Plant. All of the wastewater flows to the south from Ronald's wastewater system into King County's or Seattle Public Utilities systems. A map of the wastewater lines in the subarea is provided as **Figure 3.7-2** at the end of this section.

Wastewater Treatment Facilities

Wastewater collected from the Ronald Wastewater District is treated at two separate treatment facilities; King County's West Point Treatment Plant and the City of Edmonds Treatment Plant. Roughly the southern two thirds of the City of Shoreline discharges to the King County Treatment Plant; and the northern third of the City discharges to the City of Edmonds Treatment Plant. The entire subarea is located at the south end of the City

of Shoreline and drains to the King County's West Point Treatment Plant.

King County's West Point Treatment Plant treats wastewater from homes and businesses in Seattle, Shoreline, North Lake Washington, North King County, and parts of South Snohomish County. The treatment plant treats 90 million gallons per day (mgd) of sewage during the dry months, and up to 440 mgd during the rainy season. The Ronald Wastewater District currently pays King County based on the number of residential customer equivalents within the District, which are tributary to the West Point Treatment Plant. There is currently no cap on the amount of wastewater the Ronald Wastewater District is allowed to discharge to the West Point Treatment Plant. Currently an estimated 3.82 mgd (million gallons per day) of wastewater is transported from the Ronald Wastewater District to the West Point Treatment Facility.

Wastewater Collection Systems

Two primary wastewater collection systems run through the subarea. A 30" concrete main begins at the corner of NE 155th Street and I-5, and runs south paralleling the I-5 corridor. Wastewater collects from north, west, and east of this transmission main through a series of 8" to 24" mains. The 30" transmission main leaves the City's limits at the corner of NE 145th Street and I-5.

The second primary collection system runs south from NE 165th Street and 11th Avenue NE through the subarea, and out of the City limits through an easement between 9th Avenue NE and 9th Place NE, through a series of 15" and 18" concrete transmission mains.

Both transmission mains ultimately connect to the King County's West Point Treatment Plant.

Current Demand for Wastewater Service

The wastewater demand for the City of Shoreline is based on a study performed by CHS Engineers, LLC for the Ronald Wastewater District's 2010 Comprehensive Plan. Residential wastewater generation is estimated at 85 gpd per person. Commercial wastewater generation is estimated at 187 gpd per Equivalent Residential Unit (ERU) with 2.4 employees per commercial ERU. The subarea currently contains 1,421 jobs/employees, and 3,442 households. Based on these generation quantities, the average daily wastewater demand within the subarea under current conditions is estimated at 813,000 gpd.

Wastewater Reclamation

Reclaimed wastewater is a way to reduce wastewater discharge, as well as reduce potable water demand. Treated wastewater effluent can be distributed back to the communities for non-potable uses, such as industrial water use, landscaping, and flushing toilets. Treated wastewater is never reused for drinking purposes in the Puget Sound area.

Typically reclaimed water is transported through a network of "purple pipes". The cost of building infrastructure to move water from reclaimed water plants to customers is one of the most significant challenges to the distribution and use of reclaimed water. Legislative approval is needed for an expanded grant program to fund reclaimed wastewater treatment and transportation/distribution facilities.

King County made reclaimed water available for on-site industrial processes and landscape irrigation at two wastewater treatment plants in 1997. King County’s current reclaimed water program produces 284 million gallons of Class A reclaimed water per year at these two regional wastewater plants. All of the wastewater produced within the subarea is transported to the West Point Treatment Plant, which has the potential to produce up to 0.70 mgd of Class A reclaimed water from an average capacity of 133 million gallons per day.

Seattle Public Utilities performed a study on the viability and cost analysis of installing a new and much larger reclaimed water distribution system from the Brightwater Treatment Facility, which went online in 2011. The analysis examined the benefits and disadvantages of installing reclaimed “purple pipes” to facilities in North Seattle and Shoreline. The study analyzed potential commercial customers which could benefit from reclaimed water.

The study identified 60 potential reclaimed water customers divided into five categories within the North Seattle and Shoreline communities:

Golf Courses	4
Cemeteries	7
Parks	19
Schools	20
<u>Other</u>	<u>7</u>
Total	60

It was estimated that the full life-cycle cost of building and operating a distribution system to deliver reclaimed water from

the Brightwater Treatment Facility to potential customers in North Seattle and Shoreline would be about \$109 million.

The potential benefits of this reclamation project were found to be minimal. Calculations showed that the project would reduce peak season demand from Seattle’s regional water supply system by up to 0.70 mgd. By itself, this amount is too small to have a detectable positive impact on regional water supply, reliability, or environmental conditions in the Cedar River and Tolt River. The project would reduce the peak season withdrawals of self-supplied irrigators from their own local supplies by up to 1-mgd. This might provide small improvements in habitat conditions for several streams in the area, though it would not be expected to result in significant increases in biological productivity. The project would reduce the discharge of pollutants from King County treatment plants into Puget Sound by about 0.04 percent.

Although the analysis determined that a purple pipe distribution system would not be cost effective to serve a large number of relatively small customers, dispersed over a large area, as areas redevelop, this type of system could become more cost effective. Other alternatives are currently being pursued to minimize wastewater discharge and reduce water consumption in the area. Currently, the two existing water reclamation facilities are the only facilities in operation. There could be the potential to introduce future water reclamation facilities within the King County wastewater system. However, this is not currently being actively pursued.

The City of Shoreline should coordinate with service providers to monitor advancements in water reclamation systems regionally on an ongoing basis in the future, and to determine opportunities

to use these systems with new development/redevelopment as feasible. The potential to convert existing systems also should be evaluated with advancements in the use of this technology in the region over time.

Electricity

Electricity is supplied by Seattle City Light. The Seattle City Light service area includes all of the City of Seattle, portions of the cities of Burien, Tukwila, SeaTac, Shoreline, Lake Forest Park, and Renton, as well as portions of unincorporated King County.

Electricity Sources

Seattle City Light obtains energy from a mix of sources. **Table 3.7-4** shows the distribution of energy sources used by Seattle City Light.

Table 3.7-4 Energy Sources Used by Seattle City Light

Generation Type	Percentage
Hydroelectric	89.8% *
Nuclear.....	4.4%
Wind.....	3.9%
Coal.....	0.8%
Landfill Gases.....	0.5%
Other.....	0.6%

*50% from the Skagit and Pend Oreille Rivers

Transmission Corridor

The transmission corridor servicing the City of Shoreline runs north-south near the study area through developed tracts and easements, as it continues from Snohomish County to the City of Seattle.

Distribution Network

Seattle City Light does not provide service area maps of their distribution network. The distribution network within the subarea is currently a mix of overhead and underground facilities. The majority of the area is serviced by overhead electricity lines, which share the space with telecommunication networks within the area. Typically transferring electricity lines from overhead to underground occurs only when either building setbacks are too tight to allow overhead lines, new developments pay for undergrounding within their development area, cities undertake capital improvement projects (CIPs), or neighborhoods agree to pay for underground improvements.

There is current work being done to underground a large portion of lines between NE 145th Street and NE 205th street, along Aurora Avenue N.

Current Demand for Electricity

Current demand projections are based on a study prepared by the US Energy Information Administration. In 2009, a nationwide survey was conducted, depicting residential energy usage for different demographics throughout the United States. According to the survey, residents in Washington used on average 5 percent less electricity per capita than the average for all Pacific Coast users. Based on an average 2.4 persons per household, the average household uses 31.84 million British Thermal Units

(BTUs) per year. This equates to 87.23 thousand BTUs per household per day. The total residential demand currently projected within the subarea is 721 million BTUs per day.

Commercial energy demands were based on a US Department of Energy survey of various commercial, government, and institutional building usage types. **Table 3.7-5** presents a summary of the information.

**Table 3.7-5 US Department of Energy Survey on Energy Demand
Commercial Sector Energy Consumption, March 2012**

Building Type	Thousand BTUs/SF/Year
Health Care	345.9
Food Sales	535.5
Lodging	193.1
Office	211.7
Mercantile	223.6
Education	159
Service	151.6
Food Service	522.4
Religious	77
Public Order	221.1
Warehouse	94.3
Public Assembly	180
Vacant	33.1
Other	318.8
Average	233.36

Based on these figures, the average annual energy use for commercial developments is 233.36 thousand BTU/SF of space

per year, or 0.64 thousand BTU/SF per day. The total daily commercial energy demand, based on four office workers per 1,000-square feet is 227 million BTUs per day. The total estimated demand on the system within the subarea is 948 million BTUs per day.

Natural Gas

Puget Sound Energy provides natural gas service to the residents of the City of Shoreline. The City maintains a franchise agreement (Ordinance #308) with Puget Sound Energy through October 31, 2017.

Sources of Natural Gas

Puget Sound Energy (PSE) purchases natural gas from other regions and manages the distribution of natural gas to customers within its service area. They regulate pressure, and develop and maintain distribution lines within their service areas.

PSE purchases 100 percent of the natural-gas supplies needed to serve its customers. About half the gas is obtained from producers and marketers in British Columbia and Alberta, and the rest comes from sources within the Rocky Mountains.

After purchasing natural gas, PSE controls its gas supply by storing gas in large underground facilities, and withdrawing gas in the winter when customer usage is highest. PSE co-owns the largest natural gas storage facilities in the Pacific Northwest in Jackson Prairie, Washington. The storage facility can hold about 44 billion cubic feet of natural gas, and can meet up to 25 percent of the Pacific Northwest's peak demand on the coldest days in winter. PSE also stores 12.9 billion cubic feet of natural gas in a facility in

Clay Basin, Utah. From these storage facilities, PSE transports gas through main pipelines to its service areas in the Puget Sound region, where it is distributed to customers in the region through 21,000 miles of service lines.

Washington State Utilities and Transportation Commission (WUTC) does not define natural gas as an essential service. Therefore, Puget Sound Energy is not required to provide services.

Extension of service is based on individual requests and the results of an analysis to determine if revenues from a developer extension will offset the cost of construction. Overall, Puget Sound Energy does not foresee any problems that would limit the supply of natural gas to the City of Shoreline in the future.

Transmission Main

Natural gas is currently supplied to most areas within the City of Shoreline through 136 miles of natural gas mains. Gas flows through the system through a 16 inch high pressure force main located along 5th Avenue NE. As of December 2011, Puget Sound Energy serves approximately 11,556 customers in the City of Shoreline with natural gas.

Distribution Network

Within the subarea, 4 to 8 inch high pressure mains run along Aurora Avenue N, NE 145th Street, 8th Avenue NE (between NE 145th Street and NE 155th Street), NE 155th Street, and 9th Avenue N (North of NE 155th Street). The majority of residential connections are through 5/8 inch laterals. A series of 1-1/4" to 2" distribution mains stem off the transmission mains, serving all

side streets within the subarea. **Figure 3.7-3** illustrates existing natural gas service in the subarea.

Current Demand

Puget Sound Energy serves approximately 760,000 natural gas customers in 10 counties within Washington State. Natural gas connections are extensive within the subarea. No demand quantities are presently available. Based on visual observation, the current configuration adequately services the subarea. Nearly all streets within the subarea contain a natural gas line; however, upsizing lines and connecting stub-outs to form loops may be necessary if the area is further developed.

Communications

Purveyors

According to the Shoreline Comprehensive Plan, there are multiple communications companies operating within the City of Shoreline. Service within the city is provided through a network of overhead and underground services. Service providers that serve residential and commercial customers in the City of Shoreline are summarized below.

Comcast

Comcast provides land-line cable television, internet service, and Voice over Internet Protocol (VoIP) or digital telephone service. The City of Shoreline maintains a franchise agreement with Comcast to maintain and operate their cable and fiber optic network within the city limits. Comcast currently serves the entire City of Shoreline. No maps of Comcast's distribution network are currently available.

Frontier Communications

Frontier Communications provides land-line cable television, internet service, VoIP, and local telephone service to the community. The City of Shoreline maintains a franchise agreement with Frontier Communications to maintain and operate their cable and fiber optic network within the city limits. There is currently no franchise agreement with Frontier for the local telephone service. Frontier Communications does not serve the subarea. Their main service area is west of Meridian Avenue N and north of N 160th Street/NW Innis Arden Way. Frontier Communications currently has a duct bank running through the subarea, though the duct bank is only a tie-in from their service area in the northwest portion of the City of Shoreline and their Seattle Main Switch. Based on a conversation with a network engineer for Frontier Communications, there are no plans to extend services beyond their current service area.

CenturyLink

CenturyLink provides local telephone service to the area east of Meridian Avenue N, and south of N 160th Street/NW Innis Arden Way. CenturyLink serves the majority of the population within the subarea, serving everyone west of Meridian Avenue N. CenturyLink has a cable franchise.

Integra Telecom

Integra Telecom provides a fiber optic data network within the City of Shoreline. They have a franchise agreement with the City through July 24, 2026. They primarily serve commercial and institutional users. Their network is primarily along overhead lines. The network enters the City of Shoreline at the intersection of NE 145th Street and 5th Avenue N, runs east on NE 145th Street, and North on 8th Avenue NE. A service line continues along NE

155th Street across I-5, and south along 1st Avenue NE to NE 145th Street, where it continues east out of the subarea. Currently there are very few end users within the City of Shoreline. With the potential for future growth within the subarea, Integra Telecom has the potential for more service connections and possibly expanding their network in the future.

Zayo Group (formerly AboveNet Communications)

Zayo Group provides a fiber optic data network within the City of Shoreline. Prior to being purchased by Zayo Group, AboveNet Communications had a franchise agreement with the City of Shoreline, through September 9, 2021. Zayo Group is a global provider of bandwidth infrastructure services, including dark fiber, wavelengths, SONET, Ethernet, and IP services. They have network in seven countries and 45 states. They primarily serve commercial and institutional users. Zayo Group owns a Metro Dark Fiber Run along the west coast of the United States. The run continues along Aurora Avenue N, just west of the subarea limits. One service lateral branches off at the intersection of NE 165th Street and Aurora Avenue N, continues east along NE 165th Street, then south along Wallingford Avenue N. The service lateral continues along NE 155th Street through the subarea, and north along 8th Avenue N to NE 165th Street. The dark fiber provides a secure major bandwidth fiber optic connection for commercial and institutional users.

Along with Integra Telecom, Zayo Group has the potential for future service connections within the subarea, if future commercial development growth occurs.

Communications Network

Figure 3.7-4 at the end of this section shows partial mapping of existing communications lines located within the subarea, as made available for this analysis. There are extensive communication lines and facilities located in the subarea that are not shown in the figure because this information was not made available for the purposes of this analysis.

Undergrounding of Utility Lines in the City of Shoreline

It is the goal of the City of Shoreline to facilitate undergrounding of utilities including power and communications lines in order to promote the health, safety, and general welfare of the residents of the community by:

- Removing potential hazards and blockages from the right-of-way;
- Achieving a more aesthetically pleasing community while improving property values; and
- Decreasing the vulnerability of service delivery due to the effects of natural disasters and storm events.

A proposed policy for the 145th Street Station Subarea Plan calls for developing a strategy for undergrounding overhead utilities in the subarea. As more capital improvements occur within transportation rights-of-way to facilitate future growth, more of the current overhead utilities could be relocated underground in coordination with the utility providers.

Electrical underground distribution systems require large vault and duct systems for both the backbone feeder system, metal enclosed switches, the local distribution laterals, transformation

from Seattle City Light's primary 26,400 volts to service voltages and secondary and service wires to each customer. Metal enclosed switches are typically pad mounted or require in-building space. Pad mounted switches may require mechanical protection from traffic.

3.7.2 Analysis of Potential Impacts**Impacts Common to All Alternatives**

Any of the three action alternatives within the subarea would result in population growth greater than that of the No Action Alternative. Any significant growth would ultimately require some improvements or upsizing of utilities to serve projected demands. Recommended improvements within this study are based on a planning level of analysis of each utility in relation to the area of rezoning and projected growth. The following recommendations represent an estimate of improvements likely to be necessary within the subarea under any of the three action alternatives. An in-depth analysis of demand levels for each alternative was provided previously in this section. A brief synopsis of facilities in the 145th Street Station Subarea and the 185th Street Station Subarea is included in Section 3.7.5

Once the rezoning is adopted, each utility provider would be responsible for conducting more detailed modeling reflecting projected changes in land use in the subarea. With the more detailed modeling, upsizing and other facility improvement needs would be confirmed more definitively. The following improvements would need to be implemented regardless of which alternative is adopted.

Water

Demand for water service related to each alternative and related service impacts are analyzed later in this section. Fire suppression considerations common to all alternatives are addressed below.

Seattle Public Utilities believes fire suppression is currently adequate within its service area, which includes the subarea, with the exception of three fire hydrants on a 4" diameter pipe south of NE 155th Street, along Stone Avenue N, NE 153rd Street, and Interlake Avenue N. These three fire hydrants currently provide less than 1,000 gpm of fire flow. The International Fire Code (IFC), Appendix B requires a minimum of 1,000 gpm of fire flow suppression from all hydrants within a pipe network. Regardless of which alternative is selected, this pipe run of 1,300 feet will need to be upsized in order to provide fire suppression flow in the future. Seattle Public Utilities also contains many water mains 6" or less in diameter, which many end in dead-end stub outs and do not currently contain fire hydrants. If new developments within the Seattle Public Utilities region of the subarea require a higher level of fire suppression, these pipes would need to be upsized and include additional fire hydrants.

The North City Water District contains many 6" diameter water mains with dead end stub outs. These pipes may need to be upsized to provide adequate fire suppression if development occurs within the North City Water District region of the subarea.

Wastewater

All mainline pipes within the subarea are 8" in diameter or larger. Many of the 8" diameter pipes may need to be upsized to provide suitable collection capacity for sewer flows from new

developments when the subarea is rezoned and demand is increased. The subarea is served by gravity mains, and is located at the southern limits of the City of Shoreline. Many neighborhoods and developments feed into the wastewater collection system, including a portion of the 185th Street Station Subarea. Calculations regarding upsizing of the mainlines were based on the 145th Street Station Subarea rezoning alternatives only. Demand forecasting for areas outside the study area were not included.

Electricity

No capacity constraints were provided for the electricity network within the City of Shoreline. New development within the subarea may require sections of the overhead electricity lines be placed underground. Costs for undergrounding projects are typically placed on the developers, unless the project is part of a capital improvement project undertaken by the City, in which all utilities are required to be placed underground to accommodate the City's roadway improvements.

Natural Gas

No demand projections were available under existing conditions, so the capacity of the network could not be analyzed. In order to better serve future development within the subarea, many of the smaller gas mains could be connected to form loops. This information is based on observation. Future improvements and additions to the natural gas network are based solely on future customer requests for service.

Communications

None of the communications providers provided demand projections within the subarea, so the capacity of each network could not be analyzed.

Frontier Communications recently completed a major utility project within the City of Shoreline. They do not anticipate any improvements in the foreseeable future. The company currently serves only the western portion of the subarea, west of Meridian Avenue N. Their system is currently serving 25 percent of their projected capacity. They have the ability to take on 300 percent more customer base within their portion of the subarea.

Integra Telecom and Zayo Group serve primarily commercial and institutional customers. Under Alternative 2, 3, or 4, considerably more commercial development is projected within the subarea. With additional commercial development, these communication networks may extend their branch lines further within the subarea. Future improvements are based on forecasted development and anticipated customer request for service.

The only expense projected for communication networks is undergrounding their facilities that currently share poles with overhead electricity lines. Communication networks will be required to place their systems underground if developers or the City of Shoreline decides to underground existing utilities within a section of the city.

Future Growth Demand Forecasts

Future growth demand forecasting is based on an estimated utility demand multiplied by projected residential and commercial population forecasting for each zoning alternative.

The demand forecasting is used specifically for this EIS analysis for the subarea based on a planning level of analysis. Detailed hydraulic modeling would need to be completed by utility providers in the future as part of updating comprehensive plans/master plans. Demand was forecast for build-out of each of the three action alternatives.

Recommended mitigation measures (improvements) needed to serve build-out of each alternative is presented in 3.7 of this section of the FEIS. A subsection of the build-out demand was interpolated to anticipate improvements needed in the next twenty years (see 3.7).

Water

Estimated water demand rates were projected for the four alternatives for the projected population in 2035, based on per capita demand rates discussed in section S.5.1a of this report.

Table 3.7-6 shows the demand for water related to the alternatives.

This analysis, as that for other utilities, was based on review of projected development and population within Traffic Analysis Zones (TAZs) served by the Seattle Public Utilities and North City Water District. Referencing of TAZs, which correlate to census tract population data, is a common practice in planning and assessment of potential impacts as part of environmental analysis. A map of the TAZs related to the subarea and included in the analysis is provided as **Figure 3.7-5** at the end of this section. Refer to this map in review of the discussion below, which describes assumptions related to TAZ areas.

The following recommendations for each alternative are based on a planning level of analysis of the system and review of supply and demand presented in the most current Comprehensive Plan for both the Seattle Public Utilities and North City Water District. Once the rezoning has been adopted for the subarea, both the North City Water District and Seattle Public Utilities would need to update their hydraulic model in congruence with their comprehensive master plans to determine exact upsizing and necessary improvements required to serve the forecasted population and land use.

Alternative 1—No Action

Based on water demand projections and population growth rates for 2035, implementation of Alternative 1—No Action would have little to no effect on the existing water system. The TAZ with the most improvements would be TAZ 96 and 104 within the North City Water District portion of the subarea, with 110 percent increase in demand for each zone, and TAZ 93 within the SPU portion, with a 230 percent increase in growth. The majority of improvements would most likely be upsizing 2" and 4" undersized mains within the subarea to provide adequate fire suppression for new developments.

Alternative 4—Compact Community Hybrid

Seattle Public Utilities—The only TAZS projected to see a major increase in demand within the SPU portion of the subarea is TAZ 137, with a 1,600 percent increase in demand over existing conditions and TAZ 136, with a 100 percent increase in demand over existing conditions.

North City Water District—The majority of demand generation will occur within the North City Water District portion of the

subarea. All TAZs within the North City Water District portion would experience growth and increased demand, with the most growth occurring in TAZ 97, 99, 100, 104, 130, and 138, with an average growth increase of 1,200 percent over existing conditions. These TAZs are located south of NE 155th Street. Upsizing would most likely be necessary for all lateral mains within this region. The majority of existing water lines are currently 6" mains, and may not be large enough to accommodate the increase in population or provide adequate fire suppression under total build out of any of the four alternatives.

Alternative 3—Compact Community

Seattle Public Utilities—the only TAZs projected to see a major increase in demand within the SPU portion of the subarea is TAZ 137, with a 1,620 percent increase in demand over existing conditions, and TAZ 136, with a 190 percent increase in demand.

North City Water District—The majority of demand generation will occur within the North City Water District portion of the subarea. All TAZs within the North City Water District portion would experience growth and increased demand, with the most growth occurring in TAZ 97, 99, 100, 104, 130, and 138, with an average growth increase of 1,550 percent over existing conditions. These TAZs are located south of NE 155th Street. Similar to Alternative 4, upsizing would most likely be necessary for most of the lateral mains within the region.

Alternative 2—Connecting Corridors

Seattle Public Utilities—Complete build-out of Alternative 2, within the SPU portion of the subarea would generate more demand over a larger area than projected under Alternative 3, with an increase over existing conditions by 320 percent. TAZ 137

is projected to see the most growth, with an increase of 1,380 percent over existing conditions; however, all the TAZs are projected to see an increase in population growth. Due to this, improvements would most likely be necessary throughout the Seattle Public Utilities portion of the subarea, including upsizing 2" and 4" mains and upsizing mains along NE 155th Street where a large portion of demand generation is forecasted.

North City Water District—Complete build-out of Alternative 2—Connecting Corridor would potentially increase water demand by up to 430 percent of the current demand within the North City Water District's portion of the subarea. Demand generation is

very similar to Alternative 3, and though less demand is forecasted in total under Alternative 2, improvements may be more extensive than under Alternative 3, due to the fact that Alternative 2 is projected to generate demand over a larger area. Specifically, north of NE 155th Street, Alternative 2 is projected to generate more demand and require additional improvements over Alternative 3. All TAZs within the North City Water District would receive growth and increased demand.

Table 3.7-6—Demand for Water Service, All Alternatives

	EXISTING CONDITIONS	ALTERNATIVE 1— NO ACTION		ALTERNATIVE 2— CONNECTING CORRIDORS		ALTERNATIVE 3— COMPACT COMMUNITY		ALTERNATIVE 4— COMPACT COMMUNITY HYBRID	
	Total Water Demand (gpd)	Total Water Demand (gpd)	Percent Growth from Existing	Total Water Demand (gpd)	Percent Growth from Existing	Total Water Demand (gpd)	Percent Growth from Existing	Total Water Demand (gpd)	Percent Growth from Existing
Seattle Public Utilities:									
Totals	329,000	388,000	18%	1,379,000	320%	1,128,000	243%	1,043,000	217%
North City Water District:									
Totals	361,000	538,000	49%	1,926,000	433%	2,170,000	501%	2,048,000	467%
Total of Both Water Systems	690,000	926,000	34%	3,305,000	379%	3,298,000	378%	3,091,000	348%

Wastewater

Estimated wastewater demand rates were projected for the four alternatives for the projected population in 2035, based on per capita demand rates discussed in section S.5.1b of this report. The following recommendations for each alternative are based on a visual analysis of the system and review of supply and demand presented in the 2010 Comprehensive Sewer Plan for the Ronald Wastewater District. Once the rezoning alternative has been decided upon for the subarea, Ronald Wastewater District will need to update their hydraulic model to determine exact upsizing and necessary improvements required to serve the forecasted population. **Table 3.7-7** shows the demand for wastewater related to the alternatives.

Alternative 1—No Action

Based on wastewater demand projections and population growth rates for 2035, implementation of Alternative 1—No Action would have little to no effect on the wastewater system, with 34 percent increase in projected demand over the existing system. The TAZs which would generate the most demand would be TAZ 93, 96, 104 and 105. Growth projections for Alternative 1—No Action should not require the upsizing of any pipes within the system.

Alternative 4—Compact Community Hybrid

Complete build-out of Alternative 4—Compact Community Hybrid would generate demand for wastewater collection within the subarea, with a 344 percent increase in flow rates over the existing system. Due to the compact rezoning pattern, Alternative 4 or 3 would require less extent of improvements than under Alternative 2.

Under Alternative 4, increased demand is projected along the I-5 corridor, with improvements extending easterly to 15th Avenue NE, and some growth and improvements projected along NE 155th Street. Forecasted demand is expected to be highest in TAZs 96, 97, 99, 100, 103, 104, 105, 130, 137, and 138.

Alternative 3—Compact Community

Complete build-out of Alternative 3—Compact Community would have the largest demand generation forecasted for wastewater collection within the subarea, with a 376 percent increase in flow rates over the existing system. Due to the compact rezoning pattern, Alternative 3 would require less extent of improvements than under Alternative 2 (and slightly more than under Alternative 4).

Under Alternative 3, increased demand is projected along the I-5 corridor, with improvements extending easterly to 15th Avenue NE, and some growth and improvements projected along NE 155th Street. Forecasted demand is expected to be highest in TAZs 97, 99, 100, 104, 105, 130, 137, and 138.

Alternative 2—Connecting Corridors

Alternative 2—Connecting Corridors is projected to create an increase of wastewater demand by approximately 375 percent over existing. Increased demand generation would occur throughout the subarea, and all the TAZs are projected to see a substantial increase in demand throughout the subarea.

Demand increases are projected to be highest in TAZs along the I-5 corridor, including 96, 97, 99, 100, 104, 130, 137, and 138. Demand increases would most likely extend north along 5th Avenue NE, and east along NE 155th Street and NE 145th Street.

The entire subarea is projected to generate 3.86 million gallons of wastewater per day.

Table 3.7-7—Demand for Wastewater Service, All Alternatives

	EXISTING CONDITIONS	ALTERNATIVE 1— NO ACTION		ALTERNATIVE 2— CONNECTING CORRIDORS		ALTERNATIVE 3— COMPACT COMMUNITY		ALTERNATIVE 4— COMPACT COMMUNITY HYBRID	
	TOTAL SEWER DEMAND (gpd)	TOTAL SEWER DEMAND (gpd)	Percent Growth from Existing	TOTAL SEWER DEMAND (gpd)	Percent Growth from Existing	TOTAL SEWER DEMAND (gpd)	Percent Growth from Existing	TOTAL SEWER DEMAND (gpd)	Percent Growth from Existing
Totals	813,000	1,090,000	34%	3,860,000	375%	3,866,000	376%	3,609,000	344%

Electricity

Estimated demand rates for electricity were projected for the four alternatives for the projected population. **Table 3.7-8** shows the demand for electricity related to the alternatives.

Alternative 1 – No Action

Based on energy demand projections and population growth rates for 2035 Alternative 1 – No Action would have little to no effect on the electricity system network. The TAZs with the most demand generation would be TAZ 93, 96, 104, 105, and 129.

Alternative 4—Compact Community Hybrid

Alternative 4—Compact Community Hybrid would create a projected increase of energy demand of approximately 360 percent over existing conditions. The zones projected to receive a substantial increase in demand include TAZ 96, 97, 99, 100, 103,

104, 105, 130, 137, and 138. The entire subarea is projected to generate a demand of 4.36 billion BTUs per day.

Alternative 3—Compact Community

Alternative 3—Compact Community is projected to create an increase of energy demand by approximately 400 percent from existing. The zones projected to receive a substantial increase in demand include TAZ 25, 97, 99, 100, 103, 104, 130, 137, and 138. The entire subarea is projected to generate a demand of 4.74 billion BTUs per day.

Alternative 2—Connecting Corridors

Alternative 2—Connecting Corridors is projected to create an increase of energy demand by approximately 417 percent from existing. Nearly all the TAZs are projected to see a substantial increase in demand throughout the subarea. Demand increases are projected to be highest in TAZs along the I-5 corridor,

including 96, 97, 99, 100, 130, 137, and 138. Demand increases would most likely extend north along 5th Avenue, and east along

NE 155th Street and NE 145th Street. The entire subarea is projected to generate a demand of 4.90 billion BTUs per day.

Table 3.7-8—Demand for Electricity Service, All Alternatives

EXISTING CONDITIONS	ALTERNATIVE 1—NO ACTION		ALTERNATIVE 2—CONNECTING CORRIDORS		ALTERNATIVE 3—COMPACT COMMUNITY		ALTERNATIVE 4—COMPACT COMMUNITY HYBRID	
Energy (Thousand BTU/Day)	Total Energy (Thousand BTU/Day)	Percent Growth from Existing	Energy (Thousand BTU/Day)	Percent Growth from Existing	Energy (Thousand BTU/Day)	Percent Growth from Existing	Energy (Thousand BTU/Day)	Percent Growth from Existing
948,000	1,285,000	36%	4,900,000	417%	4,737,000	400%	4,364,000	360%

3.7.3 Mitigation Measures

Incorporated Plan Features

Incorporated plan features include improvements to services and facilities that are already being planned by the utility providers. These are described below to the extent that information was made available by existing providers. Additional improvements to the ones listed will be necessary to accommodate future development, depending on which land use plan is implemented. Refer to Section 3.7.3c for an approximate list of improvements necessary for each alternative in relation to the affected utility. Planned utility improvements in the subarea, along with additional recommended improvements to support implementation of the action alternatives (Alternatives 3, 2, or 1) are illustrated in **Figures 3.7-9 through 3.7-12** at the end of this section.

Water

Seattle Public Utilities—As discussed earlier, the SPU 2013 Water System Plan describes general funding allocation for different aspects of the water system, but the only major capital improvement project that will affect the SPU portion of the subarea is the removal of the Foy Standpipe. The standpipe was constructed in 1933, and according to the 2013 Water System Master Plan, the standpipe was planned to be decommissioned in 2013.

The standpipe is located at the intersection of NE 145th Street and Dayton Avenue N. The standpipe assisted serving the surrounding community with water storage. Due to the Foy Standpipe's proximity to the Bitter Lake Reservoir, located two blocks to the southeast, the standpipe was determined to no longer be a beneficial storage facility to the community.

The standpipe is located outside of the subarea, but demand generated from the subarea could be served by the Foy Standpipe and/or the Bitter Lake Reservoir. The section of the subarea that would be directly impacted by the Foy Standpipe will generate very little demand in relation to the rest of the subarea under all four alternatives, and the removal of the standpipe should have no effect on supplying potable water to the subarea.

North City Water District—the District is in the process of completing their ten-year Capital Improvement Plan from 2016 through 2026. The district is currently installing a new pump station to improve fire flow, and increase water circulation to portions of the North City Water District’s service area. The addition of the new pump station will change their current hydraulic model. Once the pump station is running and they calibrate their hydraulic model, they plan to finalize their updated Capital Improvement Plan for the next 10 to 20 years, by the end of 2016. The following list of projects affecting the subarea is from their 2011 Water System Master Plan containing the most current published CIP list. The list contains recently completed and planned capital projects within the subarea for a 30-year improvement plan. Several of these projects have already been completed. The CIP list may change once their hydraulic model is updated.

1. Create the new 515 Pressure Zone. The North City Water District’s portion of the subarea will predominately be within this new pressure zone. The total estimated cost to create the new pressure zone is \$2,212,000, and is proposed for the year 2020. In order to create the new zone the following items need to occur:
 - a. New supply station feeding directly off the Tolt Transmission Main. The new supply station

would be located near the intersection of NE 145th Street and 5th Avenue N. The estimated cost is \$330,000.

- b. New transition main along NE 155th Street from 6th Avenue N to 9th Avenue N, to provide looping at zone boundary and maintain fire flow capacity. This will provide zone separation between the new 515 Pressure Zone and the 615 Pressure Zone. The estimated cost is \$169,000.
- c. New parallel 8” and 10” transmission mains for a total length of 2,640 feet, along NE 158th Street and NE 160th Street, between 10th Avenue N and 15th Avenue N. Work includes installing a Pressure Reducing Valve (PRV) and new meter between the two pressure zones. The estimated cost is \$1,162,000.
- d. New 8” transmission main along NE 160th Street, between 26th Avenue NE and 27th Avenue NE for a total length of 1,000 feet, including a new PRV and backflow check valve between the two pressure zones. The project is not located within the subarea, but would assist the formation of the new pressure zone, ultimately assisting service within the subarea. The estimated cost is \$462,000.
- e. New 8” parallel transmission line along 5th Avenue NE, between NE 155th Street and NE 156th Street, for a total length of 210 feet. The project will provide looping at the pressure zone boundary and assist with fire flow capacity. The estimated cost is \$89,000.

This project will greatly affect the subarea. Demand projections associated with the selected alternative should be entered into the North City Water District's hydraulic model to help project demand on the entire system, and determine the extent of improvements necessary to create the new 515 Pressure Zone, including verifying the necessary withdrawal rate needed from the proposed Supply Station #5.

2. Replace 1,380 feet of 4" main with an 8" main along NE 151st Street and NE 152nd Street between 8th Avenue NE and 10th Avenue NE, to meet fire flow velocity criteria. The estimated cost of improvements is \$619,000, and is proposed for 2026.

This improvement will greatly affect the subarea, especially for Alternatives 2, 3 and 4 in TAZ 99, where the area is projected to see a 680 percent increase in water demand generation under Alternative 2, an 883 percent increase under Alternative 3, and a 654 percent increase under Alternative 4. Depending on the alternative implemented, this section of pipe may need to be increased to a larger diameter pipe to accommodate future demands.

3. Connect two 8" dead end mains near the intersection of 10th Avenue NE and NE 152nd Street with 140 feet of new pipe to improve water quality and flow within the pipe network. The estimated cost is \$74,000, and is proposed for 2026.

Similar to item 2, this improvement will greatly affect the subarea, especially for Alternatives 2, 3, and 4 located in TAZ 99, where the area is projected to see a 680 percent increase in water demand generation under Alternative 2, an 883 percent increase under Alternative 3, and a 654 percent increase under Alternative 4. Depending on the alternative implemented, not only may these water mains need to be connected, but the entire section of pipe may need to be increased to a larger diameter pipe to accommodate future demands.

The following CIP projects for the North City Water District will have little effect on the subarea. However depending on the zoning alternative selected, the subareas projected demands may impact these CIP projects. The North City Water District may need to reevaluate these projects' size and location depending on hydraulic modeling with the selected alternative's demands incorporated into the model:

1. Install 600 feet of new 12" transmission main along NE 160th Street, between 8th Avenue NE and 10th Avenue NE. This project will help section off the 615 Pressure Zone, located just north of the subarea. The estimated cost is \$116,000, and is proposed for 2020.
2. Provide separation for the 615 Pressure Zone by closing existing valves at seven locations. One location is at the intersection of NE 156th Street and 5th Avenue NE, one block north of the subarea. The estimated cost is \$113,000, and is proposed for 2020.

3. Provide separation for the 615 Pressure Zone at the intersections of 12th Avenue NE and NE 180th Street, 5th Avenue NE and NE 155th Street, and 3rd Avenue NE and NE 157th Street. The estimated cost is \$114,000, and is proposed for 2020.

These three proposed CIP projects are located just north of the subarea, located within TAZs 96 and 129. Alternative 2 – Connecting Corridors would have the most effect on these three projects, as growth is projected around these locations. Alternative 4 – Compact Community would have some effect on these projects, as rezoning is projected to extend into the southern blocks of these TAZs. Alternative 2 is projected to generate a 360 percent increase in demand within TAZ 96 and a 300 percent increase in demand within TAZ 129. Alternative 4 is projected to generate a 260 percent increase in demand in TAZ 96 and a 160 percent increase in demand in TAZ 129. Additional demand within the vicinity may change the design of these three projects.

Wastewater

Ronald Wastewater currently has no capital improvement projects proposed within the subarea.

Electricity

Seattle City Light does not generate a comprehensive plan of capital improvement projects. The main project underway within the City of Shoreline is undergrounding a section of electricity lines running along the Aurora Avenue N (Hwy 99) corridor. This project will abut the subarea, but should not have any major effect on rezoning within the subarea.

Natural Gas

Puget Sound Energy does not generate a comprehensive plan of improvement projects. Additionally, Washington State Utilities and Transportation Commission (WUTC) does not define natural gas as an essential service. Therefore, Puget Sound Energy is not required to provide service. Extension of service is based on individual requests. Overall, Puget Sound Energy does not foresee any problems that would limit the supply of natural gas to the City of Shoreline in the future.

Communications

Future Telephone Services and Facilities—According to the City of Shoreline’s Comprehensive Plan, Washington Utilities Trade Commission regulations require CenturyLink and Frontier to provide adequate telecommunications service on demand; and Section 480-120-086 of the Washington Administrative Code (WAC) requires CenturyLink and Frontier to maintain adequate personnel and equipment to handle reasonable demand and traffic. Because CenturyLink and Frontier provide service on demand, there are no limits to future capacity. Additionally, telephone service should only be restricted by bandwidth constraints on fiber optic networks that provide this digital service.

Future Cable Television and Broadband Services and Facilities—Although the demand for cable television is likely to continue to increase as population grows, access to cable television in Shoreline is likely to increase at the same pace as population growth. However, the demand for broadband services, including cable television, telephone and internet services, is likely to continue to grow as networks are supported with additional bandwidth. This growth will most likely occur relative to internet

service, as more content becomes accessible online, and as people continue to communicate and interact online. These broadband services can be provided over fiber optic, cable, or telephone networks.

Other Recommended Potential Mitigation Measures

Water

Several water service improvements are recommended for the subarea to serve the increasing number of customers in the coming decades. **Table 3.7-9** contains a list of distribution and transmission main improvements in the Seattle Public Utilities system projected to accommodate future demands associated with each alternative.

Table 3.7-9
Seattle Public Utilities
Projected Need for Water System Upgrades
at Full Build-Out

Alternative	8" Main (Feet)
#1—No Action	1,600
#2—Connecting Corridors	12,700
#3—Compact Community	7,600
#4—Compact Community Hybrid	5,200

Table 3.7-10 contains a list of distribution and transmission main improvements in the North City Water District system projected to accommodate future demands associated with each

alternative. The analysis performed was based on existing conditions. If the North City Water District creates the 515 Pressure Zone in the future, system upsizing may be different, based on proximity to a source of supply, and different pressure gradients.

The majority of the subarea is located within the North City Water District's 590 pressure zone. While the subarea is currently zoned primarily residential, redevelopment under any of the action alternatives (Alternative 2, 3, or 4) would introduce more intensive residential uses as well as neighborhoods-supporting commercial/retail. This change in land use would create a substantial increase in demand within this pressure zone.

Table 3.7-10
North City Water District – Water System Upgrades

Alternative	8" Main (Feet)	12" Main (Feet)
#1—No Action	4,600	0
#2—Connecting Corridors	20,700	21,300
#3—Compact Community	10,900	24,100
#4—Compact Community Hybrid	13,500	17,600

The North City Water District generated historical and projected water demands for the system, for each pressure zone. **Table 3.7-11** contains a comparison of the 2030 projected demand on the 590 pressure zone based on the existing growth rates, and demand estimated for the study are based on the rezoning alternatives.

According to this comparison, implementation of any of the three action alternatives would generate far more demand than the

entire pressure zone generates. Major system improvements likely would be necessary to accommodate the influx of demand generation within the North City Water District's portion of the subarea. Improvements to the water system are determined based on projected development growth and land use type.

Table 3.7-11**North City Water District – Demand Comparison**

		ADD (MGD) ¹
	Pressure Zone 590 - Year 2030	0.41
Subarea	Existing Conditions	0.36
	Alternative 1—No Action	0.54
	Alternative 2—Connecting Corridors	1.93
	Alternative 3—Compact Community	2.17
	Alternative 4—Compact Community Hybrid	2.05

1. MGD = Million Gallons per Day

The potential improvements for each alternative are based on a planning level of analysis of the system. Utility providers would need to conduct detailed hydraulic modeling as part of future comprehensive planning/master planning updates to determine specific upsizing and facility improvement needs. The analysis shows the potential demand on the system assuming the subarea is completely built out to the adopted zoning code.

Recommendations are based a conceptual schematic of what improvements likely would be necessary once the subarea is constructed to the limits of the proposed zoning area. Twenty

year improvement needs are projected based on an anticipation of what would be needed to serve growth up to 2035, but assuming that some upsizing to levels that would serve full build-out may be needed. (It is not assumed that the utility providers would continually upgrade facilities multiple times, but rather would install facilities to serve the longest periods of growth possible.

As part of future planning and analysis, utility providers would complete their own analyses to determine the appropriate phasing of improvements in the most efficient manner to serve growth over the next twenty years and beyond.

Alternative 1—No Action

SEATTLE PUBLIC UTILITIES—with only an 18 percent increase in demand over current conditions, minimal improvements are anticipated under Alternative 1 – No Action. TAZ 93 is projected to have 230 percent increase over existing conditions, and a few 4" dead-end mains may need to be upsized to 8" mains to provide adequate service to residences. Additionally, a loop of 4" mains within TAZ 25, along Stone Avenue N, N 153rd Street, and Interlake Avenue N may need to be upsized to 8" mains even though no rezoning is projected for TAZ 25. This section of water main contains three fire hydrants that do not supply adequate fire flow suppression to meet the current fire code. Upsizing this section of pipe to 8" mains is probable under all four alternatives. Approximately 1,600 feet of water mains may need to be upsized to 8" diameter mains under Alternative 1.

NORTH CITY WATER DISTRICT—Improvements necessary for Alternative 1 would coincide with the Capital Improvements Plan adopted by the District. Other improvements may include

upsizing the 6" main along 10th Avenue N from N 155th Street to N 160th Avenue to accommodate demands generated in TAZs 98 and 129. Also improvements may need to occur in TAZ 105, which would receive an 86 percent increase in demand generation over existing conditions. This may require upsizing mains along NE 146th through 148th Streets and possibly installing a new pipe along 16th Avenue N between NE 145th Street and NE 150th Street to help circulate flow within the system. Approximately 4,700 feet of pipe may need to be upsized or installed to serve the projected demands.

The Next Twenty Years under any of the Action Alternatives

SEATTLE PUBLIC UTILITIES—Alternatives 2, 3, and 4 are projected to generate very similar demands within the subarea through 2035. For the next twenty years, increased demand within the Seattle Public Utilities portion of the subarea would primarily be within TAZ 137, converting primarily R-6 zones to Mixed Use Residential (MUR) developments of 35 to 85 feet depending on the alternative implemented.

A number of the existing pipes within this TAZ are 4" and 6" diameter pipes, which may not be adequate for fire flow or water circulation under the action alternatives (Alternative 2, 3, or 4). Approximately 6,600 feet of existing 4" and 6" diameter mains may need to be upsized to 8" mains within the next twenty years, including the following:

1. 900 feet of pipe along Corliss Avenue N, from NE 147th Street to NE 150th Street. This would connect a dead-end section of pipe, and create a loop in the system for additional water flow and fire suppression. Sections of existing pipe may need to be upsized to 8" diameter

mains under full build-out of any of the three action alternatives.

2. 400 feet of pipe along NE 150th Street, from Meridian Avenue NE to 1st Avenue NE. This section of pipe may need to be upsized to 8" diameter mains under full build-out of any of the three action alternatives.
3. 500 feet of pipe along NE 148th Street from Meridian Avenue NE to Corliss Avenue NE. This would connect a dead-end section of pipe, and create a loop in the system for additional water flow and fire suppression. Sections of existing pipe may need to be upsized to 8" diameter mains under full build-out of any of the three action alternatives.
4. 700 feet along NE 147th Street, from Corliss Avenue NE to 1st Avenue NE. This section of pipe may need to be upsized to 8" diameter mains under full build-out of any of the three action alternatives.
5. 450 feet along 1st Avenue NE, from NE 147th Street to NE 145th Street. This section of pipe may need to be upsized to 8" diameter mains under full build-out of any of the three action alternatives.
6. 600 feet along NE 147th Street, from the edge of the cul-de-sac to 1st Avenue NE.
7. 350 feet along NE 146th Street, from the edge of the cul-de-sac to Corliss Avenue NE.
8. 1,250 feet within the loop south of NE 155th Street, along NE 153rd Street to Stone Avenue NE to Interlake Avenue NE. Demand is not projected to be extensive within this neighborhood; however fire hydrants within this loop currently do not meet current standards for fire flow, and may need to be upsized regardless of which alternative is selected.

The above listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. SPU routinely completes modeling of its service area, and identifies water system improvement needs based on specific performance requirements, specifically fire flow as the driving factor. SPU projects that they have adequate fire flow within their service area, and have sufficient capacity to handle the projected demand under any of the action alternatives. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and which may also be currently serviced by smaller diameter pipes (less than 8 inches in diameter) and dead-end pipe sections. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area.

NORTH CITY WATER DISTRICT—Similar to the Seattle Public Utilities portion of the subarea, Alternatives 2, 3, and 4 are projected to generate very similar demands within the subarea through 2035. Within the next 20 years, the North City Water District portion of the subarea is projected to increase demand by 290 percent under Alternative 2, 407 percent under Alternative 3, and 310 percent under Alternative 4. The most demand is projected within TAZs 97, 99, 103, 104, 130, and 138. Approximately 12,000 feet of existing 6" diameter mains may need to be upsized to 8" mains within the next 20 years, including the following:

1. 350 feet along NE 153rd Street, from the edge of cul-de-sac to 5th Avenue NE. This section of pipe may need to

be upsized to 12" diameter mains within the next twenty years to serve any of the three action alternatives.

2. 1,900 feet within the loop west of 5th Avenue NE, along NE 151st Street, 3rd Avenue NE, and NE 152nd Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
3. 2,000 feet along NE 152nd Street, from 5th Avenue NE to 12th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
4. 550 feet along 8th Avenue NE, from NE 147th Street to NE 145th Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
5. 500 feet along NE 149th Street, from the end of the cul-de-sac to 5th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
6. 1,150 feet within the loop south of NE 147th Street, along 9th Avenue NE, NE 146th Street, and 9th Place NE.
7. 1,400 feet within the loop east of 8th Avenue NE, along NE 150th Street, 9th Place NE, NE 148th Street, and 9th Avenue NE.
8. 900 feet along 10th Avenue NE, from NE 155th Street to NE 152nd Street.
9. 650 feet along NE 151st Street, from 8th Avenue NE to 10th Avenue NE.
9. 2,650 feet along 12th Avenue NE, from NE 155th Street to NE 145th Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.

The listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. It is not anticipated that all improvements would be constructed at once, but would provide the City and North City Water District an idea of forecasted demands projected for certain sections of the City. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and which may also be currently serviced by smaller diameter pipes (less than 8 inches in diameter) and dead-end pipe sections. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area.

The Next Twenty Years—with and without Phasing Boundaries

With adoption of Phase 1 and Phase 2 geographic boundaries, water improvements to serve development within the next twenty years would be similar under any of the three action alternatives. The improvements listed above most likely would need to be implemented to serve Phase 1 (through 2033) depending upon the pace and intensity of redevelopment.

Alternative 4—Compact Community Hybrid

SEATTLE PUBLIC UTILITIES—Alternative 4 – Compact Community Hybrid has a relatively small area of direct impact within the Seattle Public Utilities District boundary. The region expected to receive the most growth would be within TAZs 136 and 137, and would be bounded by Meridian Avenue N to the west, I-5 to the east, NE 150th Street to the north, and NE 145th Street to the south. A number of undersized 2" and 4" mains may need to be upsized throughout the SPU's region of the subarea, especially within TAZ 137, and dead-end mains connected into a loop to

increase water circulation and improve fire flow for the projected demands. In the absence of hydraulic modeling, all upsized and new pipes were anticipated to be 8 inch diameter mains.

In total, approximately 5,200 feet of water mains may need to be upsized to 8" diameter pipes to serve the projected demand at full build-out.

NORTH CITY WATER DISTRICT—The high demand projected within TAZs 97, 99, 100, 103, 104, 130, and 138 would most likely require a number of the existing 6" and 8" water mains to be upsized, and dead end mains connected into loop networks to improve pressure distribution and fire flow suppression throughout the region bounded by NE 155th Street to the north, NE 145th Street to the south, I-5 to the west, and 16th Avenue to the east.

The 8" main along 8th Avenue NE and along NE 147th Street and NE 148th Street may need to be upsized to 12" mains to accommodate demands, due to the change from R-6 zoning to Mixed Use Residential with 35 foot to 45 foot high buildings throughout this portion of the subarea. Approximately 13,500 feet of water mains may need to be upsized to 8" pipes and 17,600 feet of water mains may need to be upsized to 12" diameter to serve the projected demands. In the absence of hydraulic modeling, all upsized and new pipes were anticipated to be 8 inch or 12 inch diameter mains.

In addition, the storage reservoirs servicing the applicable pressure zone within the subarea should be analyzed to verify adequate storage is accessible to residents for fire suppression and recommended two-day standby storage if a water source becomes off line.

Alternative 3—Compact Community

SEATTLE PUBLIC UTILITIES—Alternative 3 – Compact Community has a relatively small area of direct impact within the Seattle Public Utilities District boundary, similar to Alternative 4, with some additional demand located in TAZ 25 and 26 along Aurora Avenue N. The region expected to receive the most growth would be within TAZs 136 and 137, and would be bounded by Meridian Avenue N to the west, I-5 to the east, NE 150th Street to the north, and NE 145th Street to the south. A number of undersized 2” and 4” mains may need to be upsized throughout the SPU’s region of the subarea, especially within TAZ 137, and dead-end mains connected into a loop to increase water circulation and improve fire flow for the projected demands. In the absence of hydraulic modeling, all upsized and new pipes were anticipated to be 8 inch diameter mains. Approximately 7,600 feet of water mains may need to be upsized to 8” pipes to serve the projected demand at full build-out.

NORTH CITY WATER DISTRICT—Similar to Alternative 4, with implementation of the rezoning proposed in TAZs 97, 99, 100, 103, 104, 130, and 138 and subsequent redevelopment under Alternative 3, a number of the existing 6” and 8” water mains would need to be upsized, and dead end mains connected into loop networks to improve pressure distribution and fire flow suppression throughout the region bounded by NE 155th Street to the north, NE 145th Street to the south, I-5 to the west, and 16th Avenue to the east.

The 8” main along 8th Avenue NE and along NE 147th Street and NE 148th Street may need to be upsized to 12” mains to accommodate demands, due to the change from R-6 zoning to Mixed Use Residential with 35 foot to 45 foot high buildings

throughout this portion of the subarea. Approximately 10,900 feet of water mains may need to be upsized to 8” pipes and 24,100 feet of water mains may need to be upsized to 12” diameter to serve the projected demands. In the absence of hydraulic modeling, all upsized and new pipes were anticipated to be 8 inch or 12 inch diameter mains.

In addition, the storage reservoirs servicing the applicable pressure zone within the subarea should be analyzed to verify adequate storage is accessible to residents for fire suppression and recommended two-day standby storage if a water source becomes off line.

Alternative 2—Connecting Corridors

SEATTLE PUBLIC UTILITIES—A 24” diameter high pressure main runs along NE 145th Street from a supply station at the intersection of NE 145th Street and 5th Avenue N to Greenwood Avenue N, and along Aurora Avenue N, from NE 145th Street to NE 185th Street. The 24” diameter pipe was constructed in 1933 and relined in the 1980s. The 24” main serves as the main transmission main serving SPU’s section of the subarea. The 24” main appears to have enough capacity to serve the growing community. As the district continues to plan for the future, an updated hydraulic analysis should be completed to evaluate the ability of the 24” main to serve the community in the future.

Alternative 2 – Connecting Corridors would generate more demand within the SPU portion of the subarea over a greater area than Alternative 3 or 4. Improvements to pipes within TAZs 136 and 137 would be very similar to Alternative 3, with added improvements to NE 154th Street, Corliss Place N, and NE 153rd Street, all within TAZ 126. Rezoning is proposed along NE 155th

Street and NE 145th Street under Alternative 2. A number of undersized 2" and 4" mains may need to be upsized throughout the SPU's region of the subarea, especially within TAZ 137, and dead-end mains connected into a loop to increase water circulation and improve fire flow for the projected demands. Additionally, a number of dead-end 2" and 4" mains currently serving R-6 zones may need to be upsized to 8" mains if the zoning changes to a more urban development under this alternative. In the absence of hydraulic modeling, all upsized and new pipes were anticipated to be 8 inch diameter mains.

Approximately 12,700 feet of water mains may need to be upsized to 8" diameter pipes to serve the projected demand at full build-out.

NORTH CITY WATER DISTRICT: Connecting Corridors also would generate high demands within TAZs 97, 99, 100, 103, 104, 130, and 138, with nearly the same amount of demand as generated in Alternative 3, most likely requiring a number of the existing 6" and 8" water to be upsized, and dead end mains connected into loop networks to improve pressure distribution and fire flow suppression throughout the region bounded by NE 155th Street to the north, NE 145th Street to the south, I-5 to the west, and 16th Avenue to the east.

Under alternative 2, demand generation would expand past the northern boundary of NE 155 Street within TAZs 96, 98, and 129, potentially requiring water main upsizing to extend along 3rd, 5th, 6th, 9th, 10th, 11th, 12th, and 14th Avenues. Additionally to close the loop between 10th Avenue and 15th Avenue, an additional 8" water main may need to be installed along NE 158th Street (currently within the North City Water District's Capital

Improvement Plan). Approximately 20,700 feet of water mains may need to be upsized to 8" pipes and 21,300 feet of water mains may need to be upsized to 12" diameter to serve the projected demands. In the absence of hydraulic modeling, all upsized and new pipes were anticipated to be 8 inch or 12 inch diameter mains.

In addition, the storage reservoirs servicing the applicable pressure zone within the subarea should be analyzed to verify adequate storage is accessible to residents for fire suppression and recommended two-day standby storage if a water source becomes off line.

Wastewater

Table 3.7-12 contains a list of sewer main improvements projected to accommodate future demands associated with each alternative.

Table 3.7-12 Ronald Wastewater District

Alternative	12" to 15" Main ¹	18" or Larger Main ²	Potential Upsize of 18" Trunk Main	Potential Upsize of 30" Trunk Main
#1 — No Action	0 ft	0 ft	0 ft	0 ft
#2 — Connecting Corridors	8,800 ft	3,000 ft	130 ft	1,400 ft
#3 — Compact Community	8,400 ft	2,300 ft	130 ft	1,400 ft
#4 — Compact Community Hybrid	8,100 ft	2,300 ft	130 ft	1,400 ft

Alternative 1—No Action

Potential demand generation from the Alternative 1—No Action would create a 34 percent increase in wastewater generation. No pipe upsizing should be necessary to accommodate future growth, based only on demand projections within the subarea. The analysis did not consider wastewater generated outside of the subarea in combination with the projected demands. No costs are associated with the adoption of Alternative 1.

The Next Twenty Year Improvements under any of the Action Alternatives

Alternatives 2, 3, and 4 are projected to generate very similar demands within the subarea through 2035. Within the next 20 years, the Ronald Wastewater District is projected to increase demand by 240 percent under Alternative 2, 330 percent under Alternative 3, and 250 percent under Alternative 4. The most demand is projected within TAZs 97, 99, 103, 104, 130, 137 and 138. Based on the assumption of maximum sewer flow rates with minimum pipe slope for demand generated solely from development within the subarea, most pipes within the subarea are of adequate size to accommodate the projected population for the next twenty years, with the exception of the following pipe runs:

1. The main trunk main entering the City of Seattle near the intersection of 5th Avenue NE and crossing N 145th Street, may need to be upsized to a 36 inch diameter main.
2. The 12 inch main which crosses below I-5, along N 149th Street, and discharges to the existing 36" trunk main, may need to be upsized to an 18 inch diameter main.
3. The 8 inch main which crosses below I-5, near N 146th Street, and discharges to the existing 36" trunk main, may need to be upsized to a 12 inch diameter main.

4. The trunk main collecting wastewater for basin #24, located, through an easement east of 9th Avenue NE, reduces from an 18" diameter pipe to a 10 inch diameter pipe between NE 146th Street and NE 145th Street. This 130 foot section of pipe would most likely need to be upsized to an 18 inch diameter pipe if Alternative 2, 3, or 4 is implemented.
5. The 8 inch main along 15th Avenue NE, between N 150th Street and N 145th Street, may need to be upsized to an 18 inch diameter pipe, if Alternative 2, 3, or 4 is implemented.

Before complete build-out of any of these three action alternatives, these sections of pipe would need to be reevaluated, and may need to be upsized in order to accommodate additional demand generated from buildout of the zoning boundary.

The listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. It is not anticipated that all improvements would be constructed at once, but would provide the City and Ronald Wastewater District an idea of forecasted demands projected for certain sections of the City. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and maximum flow rates of existing sewer main diameters. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area. Additional evaluation will need to occur to verify the pipe diameter is adequate with the inclusion of additional flows from customers in Seattle.

The Next Twenty Years—with and without Phasing Boundaries

With adoption of Phase 1 and Phase 2 geographic boundaries, wastewater improvements to serve development within the next twenty years would be similar under any of the three action alternatives. The improvements listed above most likely would need to be implemented to serve Phase 1 (through 2033) depending upon the pace and intensity of redevelopment.

Alternative 4—Compact Community Hybrid

Redevelopment under Alternative 4 would increase demand primarily between Meridian Avenue N to the west, 15th Avenue NE to the east, NE 155th Street to the north, and NE 145th Street to the south. The 30" trunk main along the I-5 corridor may need to be upsized to a 36" diameter main, from NE 149th Street to NE 145th Street based solely on demand projections within the subarea.

130 feet of the 10" diameter trunk main through the easement east of 9th Avenue NE, between NE 146th Street to NE 145th Street may need to be upsized to a 24" diameter main. Also the two existing pipes under I-5, connecting pipe runs within TAZs 136 and 137 along NE 149th Street and NE 147th Street may need to be upsized to accommodate the increase in flow.

Additionally 8" mains located along 5th Avenue NE, and 6th Avenue NE, from NE 155th Street to NE 145th Street; along 8th Avenue NE, from NE 155th Street to NE 150th Street; and along 15th Avenue NE, from NE 148th Street to NE 145th Street may require upsizing. These pipes, under minimum slope and full flow condition may require upsizing to 12" pipes, based solely on projected demand within the subarea.

In total, approximately 8,100 feet of sewer mains should be upsized to 12" diameter mains, 2,300 feet of sewer mains should be upsized to 18" diameter mains, 130 feet of the 10" diameter sewer trunk main may need to be upsized to a 24" diameter main and 1,400 feet of the 30" trunk main may need to be upsized to a 36" diameter main under Alternative 4 at full build-out.

Alternative 3—Compact Community

Alternative 3 is projected to increase demand for wastewater service primarily between Meridian Avenue N to the west, 15th Avenue NE to the east, NE 155th Street to the north, and NE 145th Street to the south. The 30" trunk main along the I-5 corridor may need to be upsized to a 36" diameter main, from NE 149th Street to NE 145th Street based solely on demand projections within the subarea.

130 feet of the 10" diameter trunk main through the easement east of 9th Avenue NE, between NE 146th Street to NE 145th Street may need to be upsized to a 24" diameter main. Also the two existing pipes under I-5, connecting pipe runs within TAZs 136 and 137 along NE 149th Street and NE 147th Street may need to be upsized to accommodate the increase in flow.

Additionally 8" mains located along 5th Avenue NE, and 6th Avenue NE, from NE 155th Street to NE 145th Street; along 8th Avenue NE, from NE 155th Street to NE 150th Street; and along 15th Avenue NE, from NE 148th Street to NE 145th Street may require upsizing. These pipes, under minimum slope and full flow condition may require upsizing to 12" pipes, based solely on projected demand within the subarea.

In total, approximately 8,400 feet of sewer mains should be upsized to 12" diameter mains, 2,300 feet of sewer mains should be upsized to 18" diameter mains, 130 feet of the 10" diameter sewer trunk main may need to be upsized to a 24" diameter main and 1,400 feet of the 30" trunk main may need to be upsized to a 36" diameter main under Alternative 3 at full build-out.

Alternative 2—Connecting Corridors

Alternative 2 – Connecting Corridors would generate nearly the same amount of demand as generated in Alternative 3 or 4. Under Alternative 2, demand generation would expand past the northern boundary of NE 155 Street within TAZs 96, 98 and 129, potentially requiring sewer main upsizing to extend along 8th Avenue NE from NE 160th Street to NE 150th Street, increasing the pipe diameter to a 12" diameter pipe; and from NE 150th Street to NE 145th Street, where it may need upsizing to an 18" diameter pipe.

A 30" diameter trunk main runs along the eastern edge of the I-5 corridor, collecting wastewater flow from as far north as NE 190th Street, down through regions within the subarea, and exiting the City at NE 145th Street. Disregarding all wastewater collection north of the subarea, the 30" pipe may need to be evaluated for capacity based solely on the projected wastewater collection within the subarea. Based on the observed collection area connecting to the 30" transmission main, and a multiplier of 4 to convert average daily demand to peak demand, the 30" trunk main may receive up to 13.4 cubic feet per second (cfs) of wastewater.

According to Table 28.3 of the Civil Engineering Reference Manual, 12th Edition, a 30" diameter pipe flowing full at a

minimum slope can handle 9.96 cfs. Since slope of the 30" trunk main was not evaluated, a conservative assumption was used that the pipe was constructed with a minimum slope. For purposes of quantifying improvements, approximately 1,400 feet of the 30" trunk main was assumed to need upsizing to a 36" main, from NE 149th Street to NE 145th Street. The pipe was not evaluated south of NE 145th Street, as this is where it enters the City of Seattle. Once the main crosses south of NE 145th Street, it is owned and operated by King County.

The trunk main located between NE 146th Street and NE 145th Street, through an easement east of 9th Avenue NE leaves the City of Shoreline through a series of 18" diameter mains. This trunk main is the primary transmission main collecting wastewater from basin #24 within the Ronald Wastewater District. Within the easement between NE 146th Street and NE 145th Street, the pipe is reduced to a 10" diameter main. This main will most likely need to be upsized. To accommodate the projected flows from Alternative 2, excluding additional flow from outside of the subarea, the pipe may need to be upsized to a 24" main. The pipe was not evaluated south of NE 145th Street, as this is where it enters the City of Seattle. Approximately 130 feet of this trunk main may need to be upsized to 24" diameter pipe.

The existing 12" main under Interstate-5 along NE 149th Street may need to be upsized to an 18" diameter main to accommodate potential flow from TAZs 94, 136, and 137.

The same evaluation from the Civil Engineering Reference Manual, 12th Edition was performed on all main collection pipes within the subarea. The existing 8" diameter mains along 5th Avenue NE and 6th Avenue NE, from NE 152nd Street to NE 145th Street; and along 15th Avenue NE, from NE 148th Street to NE 145th

Street may need to be upsized to 12" mains. Also upsizing may need to occur along NE 155th Street from Ashworth Avenue N to Meridian Avenue N through a combination of 12" and 18" diameter mains.

In total, approximately 8,800 feet of sewer mains should be upsized to 12" diameter mains, 3,000 feet of sewer mains should be upsized to 18" diameter mains, 130 feet of the 10" diameter sewer trunk main may need to be upsized to a 24" diameter main, and 1,400 feet of the 30" trunk main may need to be upsized to a 36" diameter main under Alternative 2 at full build-out.

Electricity

Although no data was made available for Seattle City Light's existing distribution network, primary improvement to the system would be undergrounding existing overhead lines when new developments are constructed within the subarea, as feasible.

Alternative 1—No Action

The primary energy demand increase would occur in TAZs 93, 96, and 105. Though nowhere near the demand generation projected under Alternative 2 or 3, these areas are located at the far ends of the subarea, away from Seattle City Light's transmission corridor. These areas may require additional distribution lines and transformers to provide adequate service to customers.

Alternative 4—Compact Community Hybrid

The majority of the subarea would see a substantial increase in energy use under Alternative 4 at build-out, but this would occur gradually over many decades. TAZs 97, 99, 100, 103, 104, 130, 137, and 138 are projected to increase substantially in electricity demand. These TAZs are located around the I-5 Corridor,

between NE 155th Street to the north, NE 145th Street to the south, Meridian Avenue N to the west, and 15th Avenue N to the east. Electricity demand generation is projected to increase by 1,100 percent collectively for these TAZs. All the mentioned TAZs, with the exception of TAZ 137 are located East of I-5, near the Seattle City Light Transmission Corridor. Power line upsizing and distribution line coverage within these TAZs would be relatively simple, do to their proximity to the transmission main corridor. Increasing power to TAZ 137 and 136 may require upsizing the connection underneath I-5.

No issues are anticipated in acquiring the additional energy supply to serve the subarea. Zones west of I-5 are located further from the Seattle City Light transmission corridor and may require upsized distribution lines and transformers to adequately serve these areas.

The extensive amount of additional energy supply, necessary to accommodate the projected demand, may trigger feeder upgrades throughout the study area. Costs of system improvements would be disbursed by new developers and ratepayers.

Alternative 3—Compact Community

Similar to Alternative 4, the majority of the subarea would see a substantial increase in energy use under Alternative 3 at build-out, but this would occur gradually over many decades. TAZs 25, 97, 99, 100, 103, 104, 130, 137, and 138 are projected to increase substantially in electricity demand. These TAZs are located around the I-5 Corridor, between NE 155th Street to the north, NE 145th Street to the south, Meridian Avenue N to the west, and 15th Avenue N to the east. Electricity demand generation is projected

to increase by 1,600 percent collectively for these TAZs. All the mentioned TAZs, with the exception of TAZ 137 are located East of I5, near the Seattle City Light Transmission Corridor. Power line upsizing and distribution line coverage within these TAZs would be relatively simple, do to their proximity to the transmission main corridor. Increasing power to TAZ 137 and 136 may require upsizing the connection underneath I-5.

As with Alternative 4, no issues are anticipated in acquiring the additional energy supply to serve the subarea. Zones west of I-5 are located further from the Seattle City Light transmission corridor and may require upsized distribution lines and transformers to adequately serve these areas.

Alternative 2—Connecting Corridors

Alternative 2 would create a spread out demand generation over all of the TAZs. The TAZs that are projected to see the most increase in demand are TAZ 25, 96, 97, 99, 100, 130, 137, and 138. The majority of demand generation is projected near the transmission corridor along 8th Avenue N, requiring minimal upsizing of power lines. However, extensive demand generation would occur as far away as Aurora Avenue N under this zoning scenario. Increased demand is projected predominately along NE 155th Street and NE 145th Street, potentially requiring additional distribution lines and transformers along these streets, as well as connections across Interstate 5.

Natural Gas

No data was provided to support analysis of demand for Puget Sound Energy natural gas. Puget Sound Energy is a privately owned company. All improvements are based on future customer requests, and funding for future growth would be financed by

customer fees within the region. Because natural gas is readily available to the area, it is not anticipated that there would be any issues in extending service to accommodate future growth.

Energy Efficiency and District Energy Considerations

Related to energy use, including electricity and natural gas, technological advancements in building systems and design are improving efficiency on an ongoing basis. New developments are more commonly integrating green building and alternative energy systems (solar, geothermal, etc.), as well as more energy efficient design and fixtures. These approaches will maximize energy conservation and help the region and city achieve Climate Action Plan goals, in addition to reducing impacts on energy providers.

The City intends to explore the potential implementation of district energy and encourage combined heat and power systems with redevelopment as called for in the Subarea Plan policies. Collaboration must occur between, the City, developers and Seattle City Light, to create a cost effective product and ensure combined heat and power systems will not have an adverse effect on the power system.

The City also intends to pursue a solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.

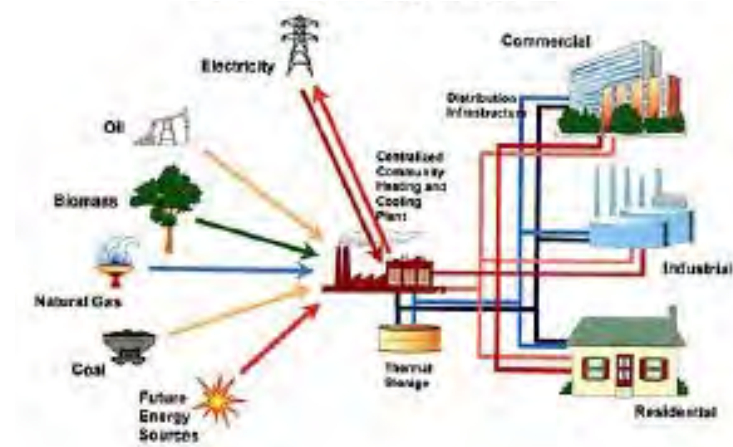
Potential District Energy Systems

Community and district energy systems refer to the technologies for local generation, distribution and efficient end-use of energy in residential, commercial, industrial, and municipal structures, infrastructure and processes. A comprehensive district energy system also entails the strategic alignment of land uses and urban

design features to optimize energy technology performance and to reduce transportation fuel consumption. These include smart-growth features, and in particular mixed-use and transit-oriented development, as they create spatial conditions enabling the economical use of distributed generation and co-generation energy technologies. However, for the purpose of this section, we will focus on centralized community thermal – combined heating and cooling systems, also known as "district energy systems".

District energy systems contribute to community sustainability and security by maximizing the efficient use of a variety of fuels to co-generate and deliver electricity and thermal energy, locally. Because district energy thermal networks aggregate and link the heating and cooling requirements of dozens or hundreds of buildings, they create a greater scale of thermal energy use in a community that facilitates fuel flexible solutions at a central plant or plants and allow for thermal storage applications that would not otherwise be functionally or economically feasible on an individual building basis. In addition to fossil fuels, district energy systems can utilize a combination of locally available renewable resources such as municipal solid waste, community wood waste; landfill gas, wastewater facility methane, biomass, geothermal; lake or ocean water and solar energy.

District energy systems improve local economies by increasing energy reliability, stabilizing energy costs, attracting new businesses to the district served by the system, increasing property values and ultimately, by re-circulating energy dollars in the local economy through capital investment, construction and operation and maintenance jobs water and solar energy.



Diagrammatic components of a district energy system

The City of Shoreline will be conducting an opportunity study to determine the potential for implementation of district energy in the light rail station subareas and potentially other locations where land uses will be transforming in the future.

Communications

No data was provided for any of the communication companies' distribution networks. The primary improvement to the system would be undergrounding existing overhead lines when new developments are constructed within the subarea. All communication networks are privately owned entities. Funding to serve future growth would be financed by customer fees within the region. As such, there would not be adverse impacts associated with providing communication services in the future under any of the alternatives.

3.7.4 Combined Subarea Improvements Effect on Infrastructure

Rezoning alternatives for the 185th Street Station Subarea were initially analyzed in the 185th Street Station Subarea DEIS and FEIS, prior to identification of and analysis of rezoning alternatives for the 145th Street Station Subarea. This FEIS now looks at the combined effect implementation of action alternatives in both subareas would have on the supporting infrastructure systems. This analysis shows the combined effects that would occur with implementation of any of the action alternatives in the two subareas.

Water

SEATTLE PUBLIC UTILITIES—Seattle Public Utilities portions of both subareas are within the 590 Pressure Zone, and fed by the same supply stations, booster pumps, and storage reservoir. Due to the extensive nature of the Seattle Public Utilities water system, a proper analysis could not be performed between the two subareas and connecting appurtenances. Once the desired alternatives have been selected, the hydraulic model should be updated to properly evaluate all supply stations, booster pumps, and reservoirs connected to the system. **Table 3.7-13** provides a side by side analysis of the two subarea water demand rates.

NORTH CITY WATER DISTRICT—One concern with the combined effect of both subareas on the existing system is North City Water District's current approved rate of withdrawal from Seattle Public Utility's Tolt River Transmission Main. The current approved maximum withdrawal rate from the transmission main is 3,300 gallons per minute. **Table 3.7-14** provides a comparison of the two subareas to the maximum withdrawal rate.

This analysis does not include demand from the rest of the North City Water District, which relies on this withdrawal rate as well. Based only on the two subareas, if the highest population density zoning alternatives are selected for both subareas, the North City Water District will have a deficit in their current water withdrawal rate. Seattle Public Utilities has ample capacity to provide more water to the North City Water District, and the peak flow allocation can be revised as needed to meet the growing demand, as the City of Shoreline develops.

Currently, both the 145th Street Station Subarea and 185th Street Station Subarea are within the 590 Pressure Zone, and fed by the same supply stations, booster pumps, and storage reservoir. If the highest population density zoning alternatives are selected for both subareas, all connecting appurtenances will need to be analyzed in conjunction with the demand generated from the surrounding community. If the new pressure zone, 515 is constructed around the 145th Street Station Subarea, the two subareas would no longer be connected, and the only resource used by both subareas would be the 3.7-million gallon storage reservoir located near the intersection of 15th Avenue NE and NE 177th Street. This reservoir currently serves the 615 and 590 pressure zones, and would serve as backup storage for the proposed 515 Pressure Zone. The reservoir would still need to supply standby storage of two times the average daily demand for all three pressure zones.

Table 3.7-13
Seattle Public Utilities - Combined Subarea Water Demand Analysis

145th Street Station Subarea					
	Existing Conditions	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Withdrawal Rate (GPM)	228	269	958	783	723
Recommended Storage (MGPD)	0.66	0.78	2.76	2.26	2.08
185th Street Station Subarea					
	Existing Conditions	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Withdrawal Rate (GPM)	216	244	813	1,644	1,710
Recommended Storage (MGPD)	0.62	0.70	2.34	4.74	4.92

Table 3.7-14
North City Water District - Source of Supply
Analysis for Alternatives

North City Water District Maximum Withdrawal Rate (GPM)		3,300		
145th Street Station Subarea				
Existing Conditions (GPM)	Alt 1 (GPM)	Alt 2 (GPM)	Alt 3 (GPM)	Alt 4 (GPM)
251	374	1,338	1,507	1,457
185th Street Station Subarea				
Existing Conditions (GPM)	Alt 1 (GPM)	Alt 2 (GPM)	Alt 3 (GPM)	Alt 4 (GPM)
249	274	536	1,228	1,846

Table 3.7-15 contains a comparison of maximum available storage within the reservoir to two times the average daily demand for both subareas under each scenario. Based on this information, the storage reservoir may be undersized for full build-out of the highest population density zoning alternative selected for both subareas.

Table 3.7-15
North City Water District - Standby
Storage Analysis

North City Water District Available Effective Storage (Millions of Gallons) ¹			3.7	
145th Street Station Subarea Average Daily Demand x 2				
Existing Conditions 2 x ADD (MGPD) ²	Alt 1 2 x ADD (MGPD)	Alt 2 2 x ADD (MGPD)	Alt 3 2 x ADD (MGPD)	Alt 4 2 x ADD (MGPD)
0.72	1.08	3.85	4.34	4.10
185th Street Station Subarea Average Daily Demand x 2				
Existing Conditions 2 x ADD (MGPD)	Alt 1 2 x ADD (MGPD)	Alt 2 2 x ADD (MGPD)	Alt 3 2 x ADD (MGPD)	Alt 4 2 x ADD (MGPD)
0.72	0.79	1.54	3.54	5.32

- 1.) Effective Storage was taken as the entire volume of the 3.7 million gallon reservoir, assuming nested standby and fire suppression storage, and not factoring in equalizing storage for the purposes of this report.
- 2.) Million Gallons Per Day (MGPD)

Wastewater

The primary concern with the combined effect of both subareas on the existing system is a possible lack of carrying capacity of the prime trunk main collecting wastewater from both subareas. The majority of the 185th Street Station Subarea and the 145th Street Station Subarea collect wastewater within basins 16, 17, and 18. The trunk main begins at NE 175th Street and Meridian Avenue N in the 185th Street Station Subarea, as a 24" diameter pipe, collecting wastewater from as far north as NE 190th Street, as far west as Ashworth Avenue N, and as far east as 15th Avenue NE. This trunk main continues south along Meridian Avenue N, Corliss Avenue N, and along the I-5 Corridor, collecting wastewater from a large portion of the City of Shoreline as it heads south. The trunk main turns into a 30" main at the intersection of NE 155th Street and I-5, as it enters the 145th Street Station Subarea. **Table 3.7-16** provides a comparison of the estimated peak flow (4 x average daily demand) for the two subareas entering this trunk main.

Table 3.7-16
Ronald Wastewater - Basin #23 Combined Subarea
Peak Wastewater Estimated Flow Analysis

145th Street Station Subarea				
Existing Conditions (CFS)	Alt 1 (CFS)	Alt 2 (CFS)	Alt 3 (CFS)	Alt 4 (CFS)
3.04	3.96	14.36	13.38	12.59
185th Street Station Subarea				
Existing Conditions (CFS)	Alt 1 (CFS)	Alt 2 (CFS)	Alt 3 (CFS)	Alt 4 (CFS)
2.24	2.50	3.93	11.70	13.58

This analysis does not include demand from the rest of sewer collection basins, which drain into this trunk main. Based only on the two subareas, if the highest population density zoning alternatives are selected for both subareas, the Ronald Wastewater District may need to upsize a large portion of this pipe. Additionally, this pipe is owned and operated by King County once it crosses south of NE 145th Street. SPU will need to evaluate the capacity of this pipe once it enters their system, based on the projected demand from the selected alternatives.

3.7.5 Significant Unavoidable Adverse Impacts

Increased demand for utilities services and facilities within the subarea would occur under all four alternatives. Though Alternative 3 typically generates the most demand for each utility, improvements would be concentrated between Meridian Avenue N to the west, 5th Avenue N to the east, NE 155th Street to the north, and 145th Street to the south. Alternative 2 generates demand within a much larger area, extending to Aurora Avenue N to the west and NE 165th Street to the north, potentially requiring more costly and extensive improvements to accommodate projected growth in the extended subarea. Alternative 4 would generate slightly less demand overall than Alternative 3. Alternative 1—No Action would require little to no improvements outside of the currently planned CIP projects outlined in each utility's comprehensive plan.

As the subarea grows in population, households, and businesses, existing utilities will need to upgrade their systems to accommodate future growth. Growth and change would be expected to occur gradually over many decades with implementation of any of the three action alternatives.

It is estimated that implementation of full build-out of Alternative 4—Compact Community Hybrid would take 55 to 87 years to reach full build-out. Implementation of Alternative 3—Compact Community would take 63 to 98 years, and implementation of Alternative 2—Connecting Corridors would take 60 to 94 years. As such, utility service providers would be able to monitor growth and adapt management, services, and facilities to serve increases in demand over time, assuming that funding keeps pace with growth. Given these long timeframes, it is also likely that technological innovations, behavioral changes, and more stringent building and energy codes may also mitigate impacts related to utilities. Energy efficiency may be achieved through combined heat and power systems, the potential use of solar power and/or geothermal, and other applications.

With application of the capital improvement projects proposed by each utility district and upsizing facilities discussed above, along with regulatory requirements, no significant unavoidable adverse impacts would be anticipated.

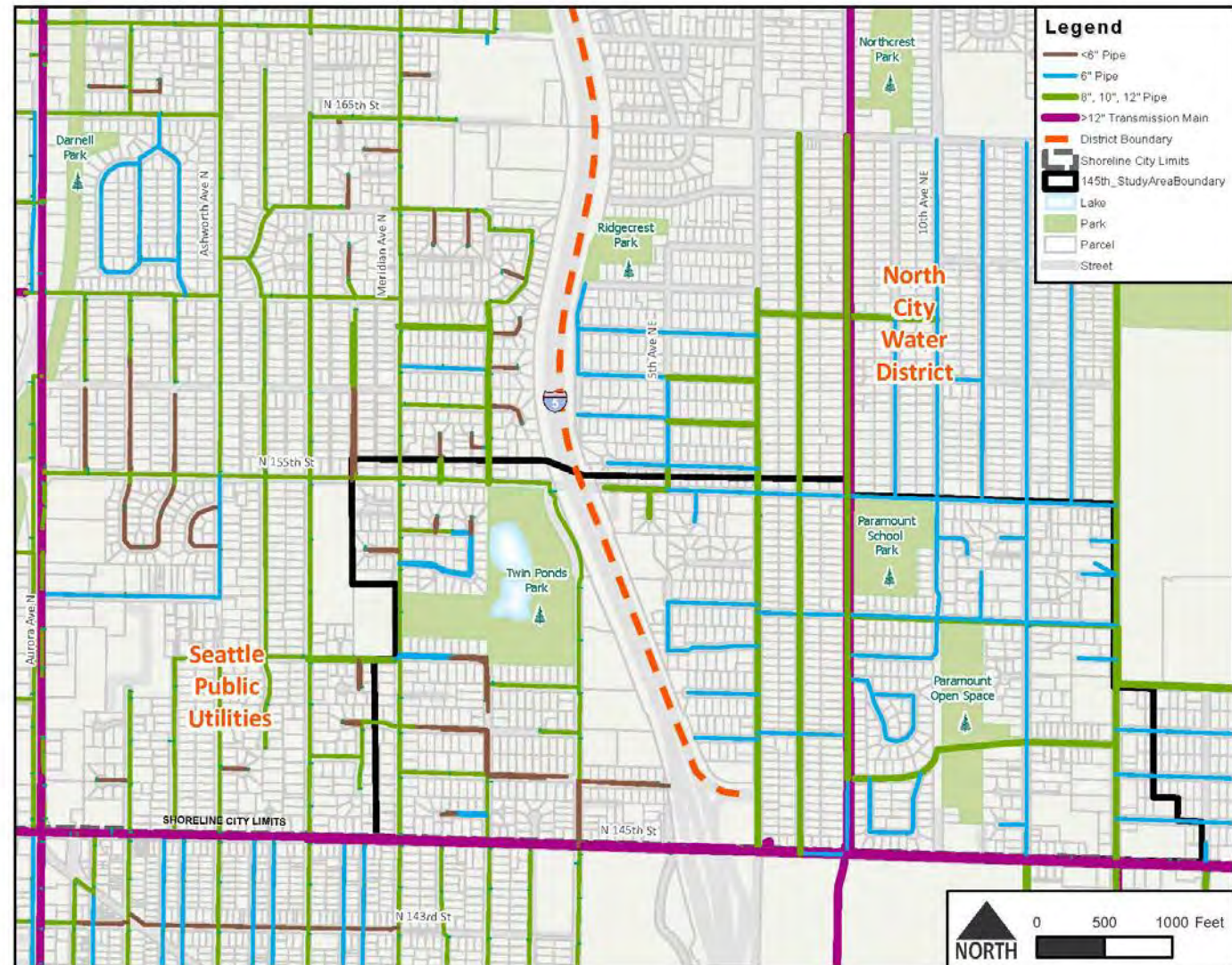


Figure 3.7-1 Existing Water Facilities in the Subarea

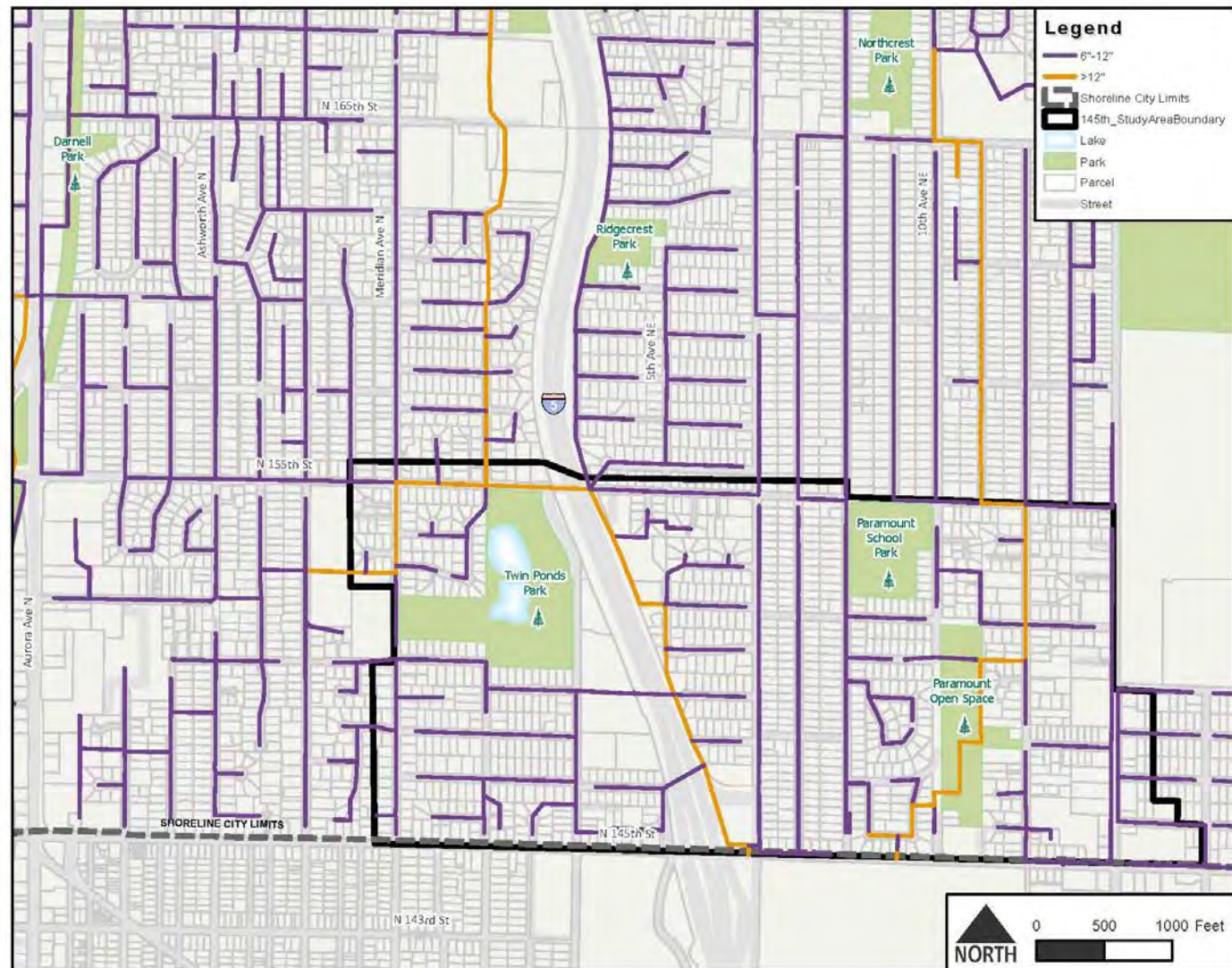


Figure 3.7-2 Existing Wastewater Facilities in the Subarea

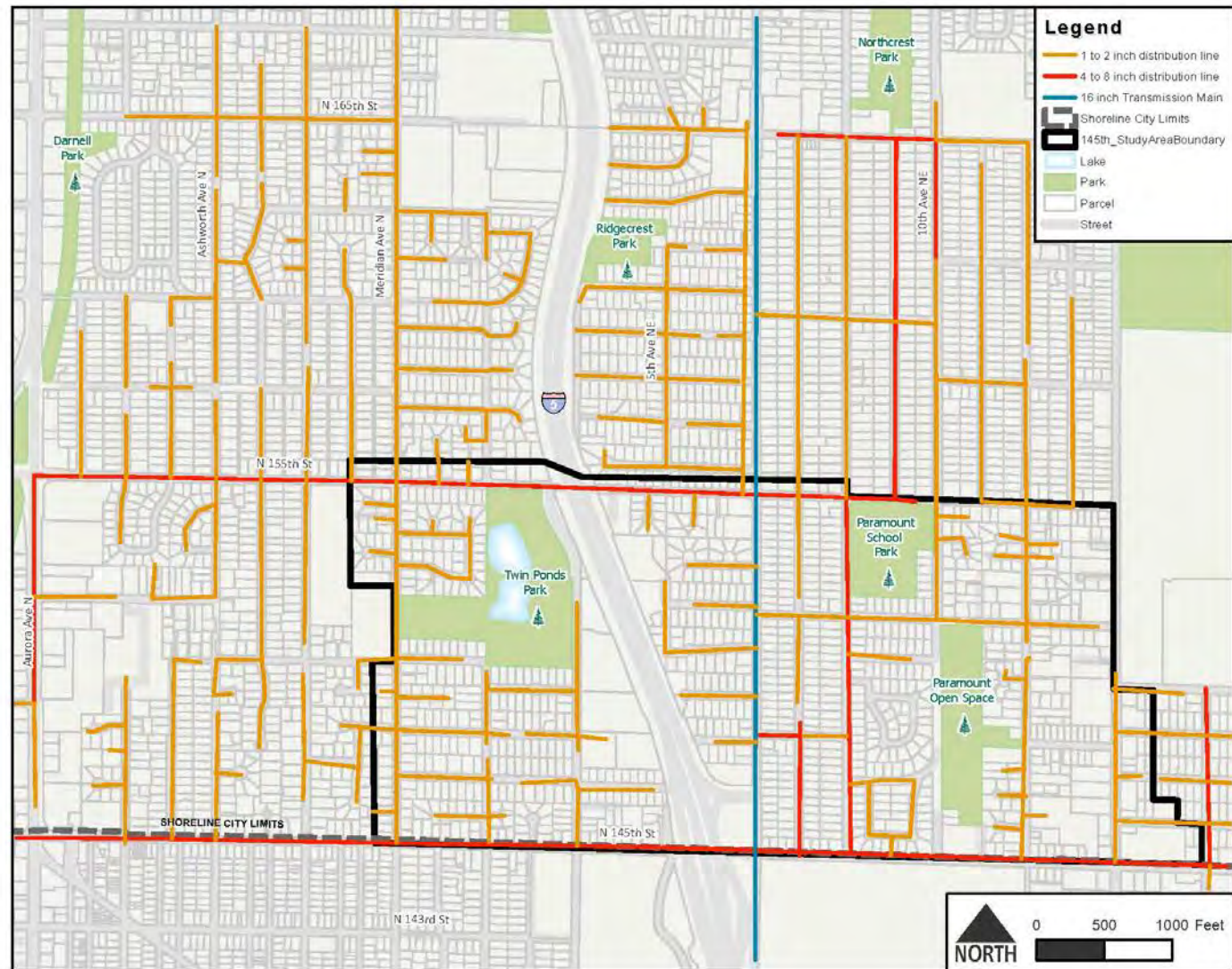


Figure 3.7-3 Existing Natural Gas Facilities in the Subarea

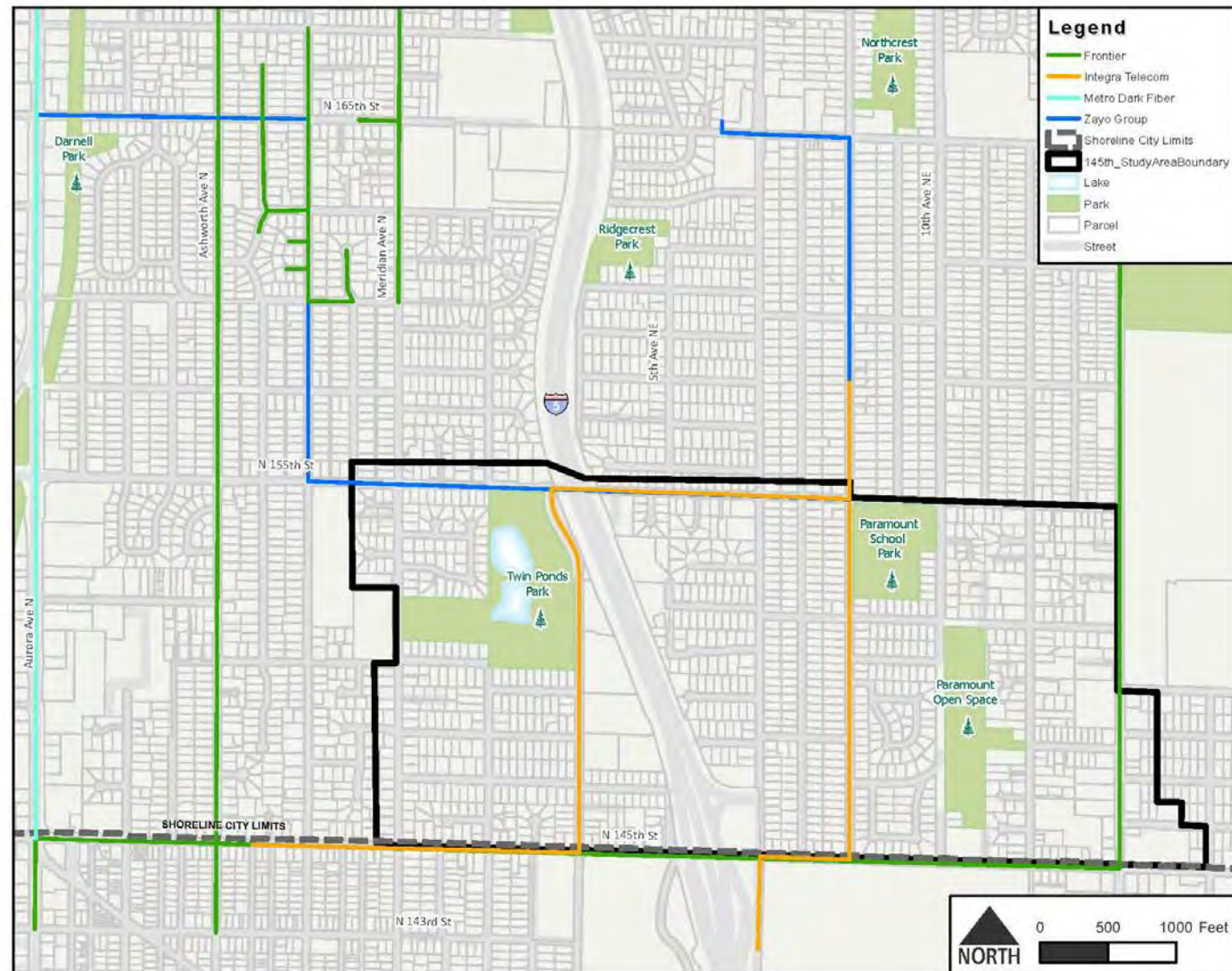


Figure 3.7-4 Existing Communications Facilities in the Subarea

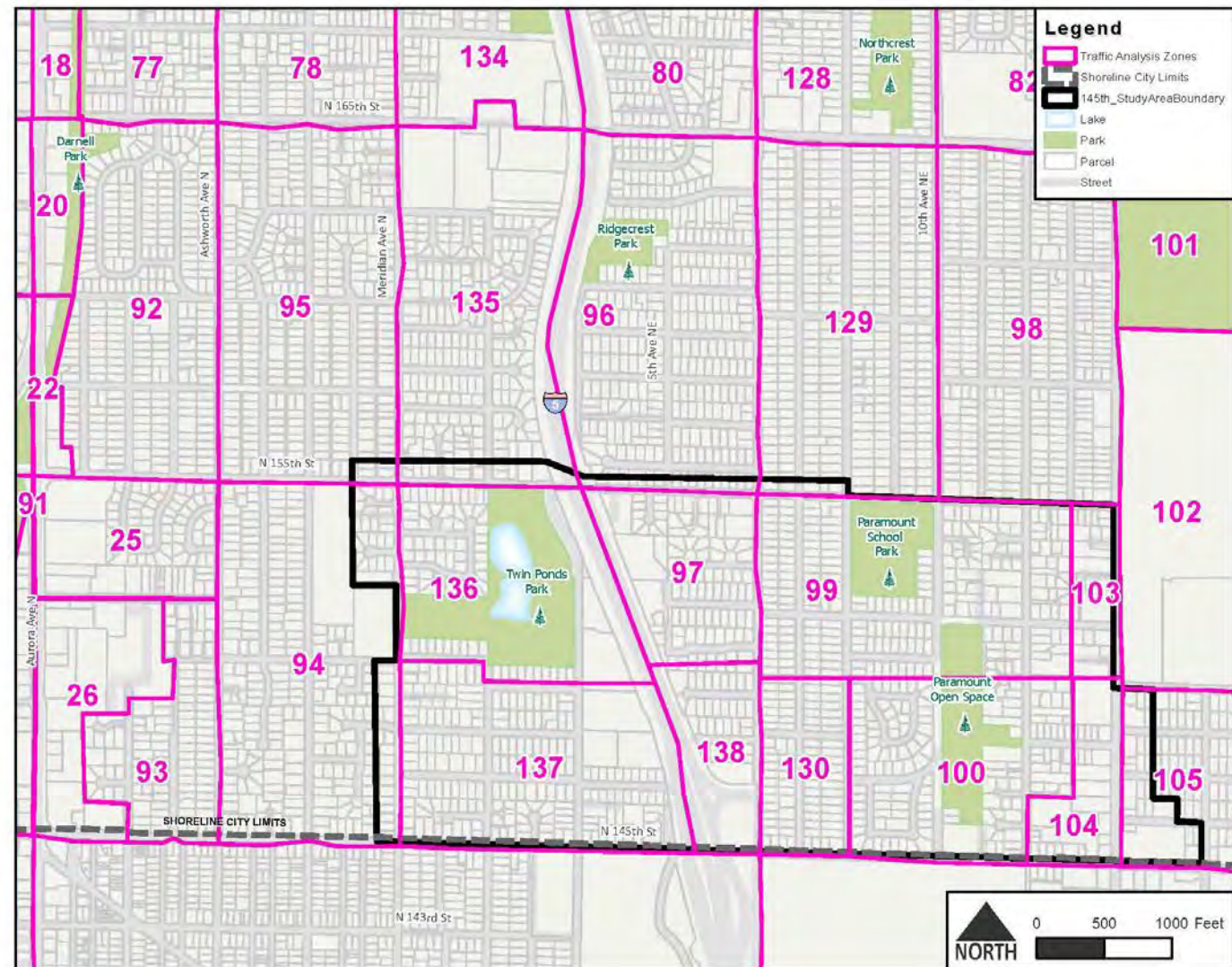


Figure 3.7-5 Traffic Analysis Zones (TAZs) in the Subarea

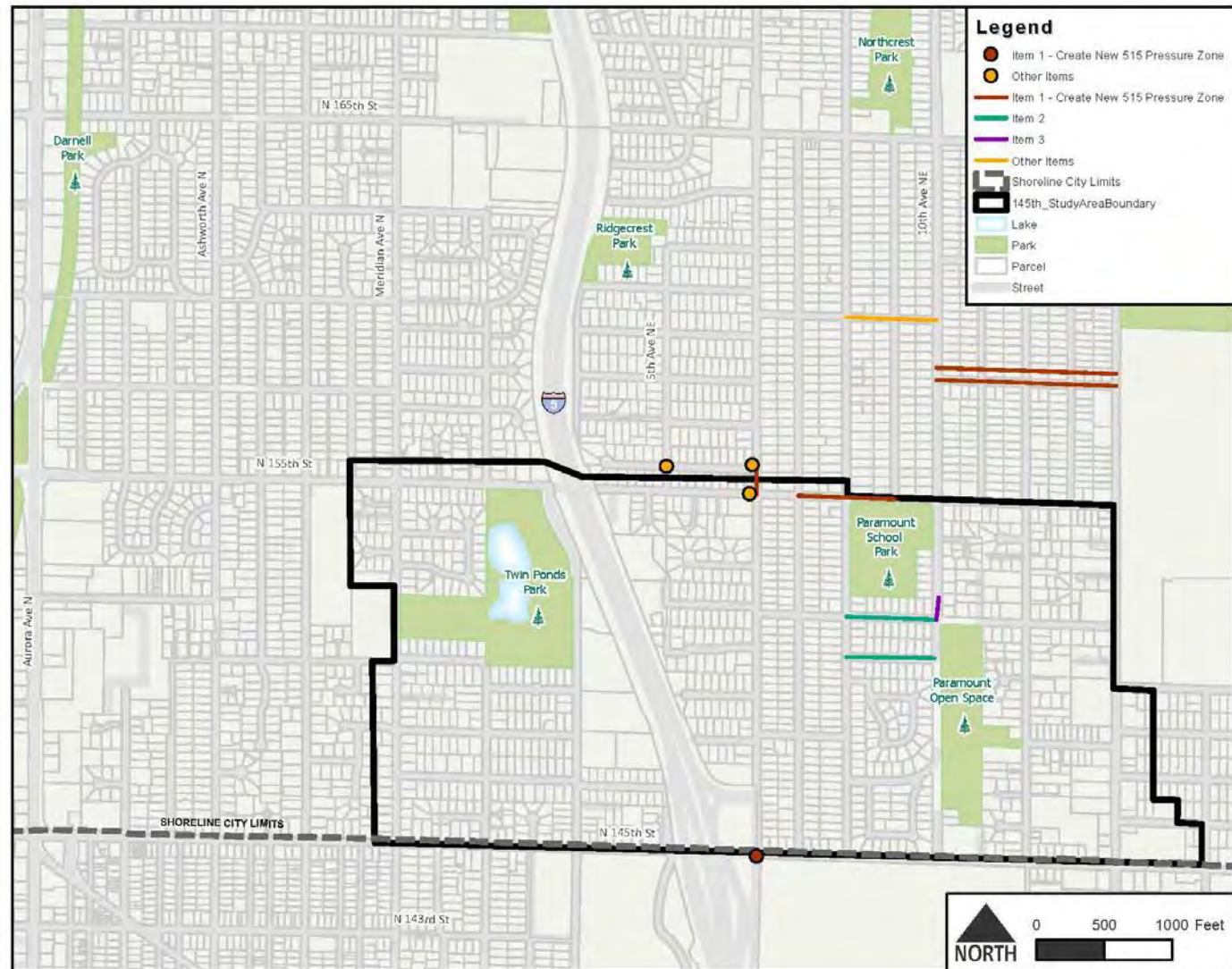


Figure 3.7-6 Planned Water Improvements in the Vicinity of the Subarea

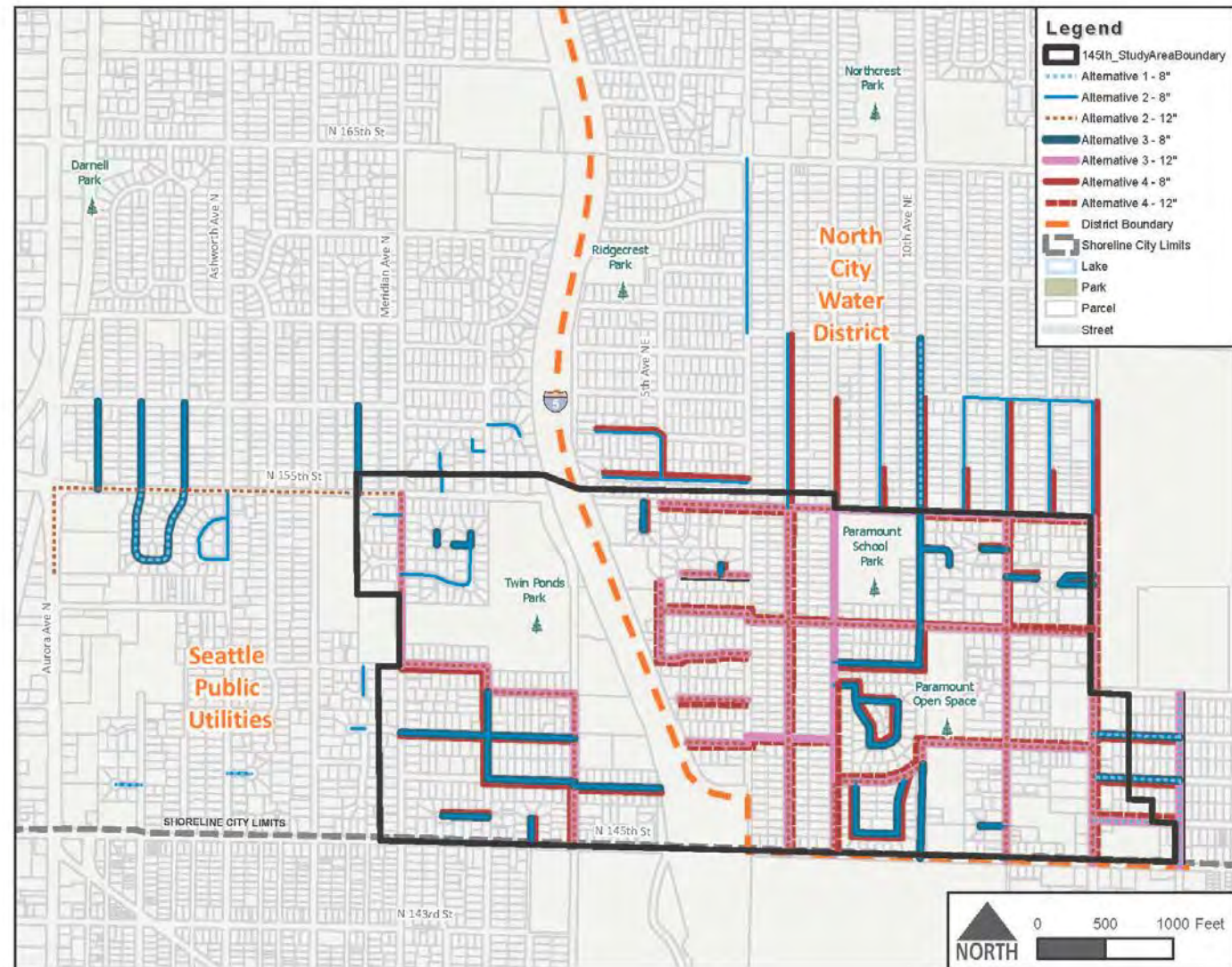


Figure 3.7-7 Other Recommended Future Water Improvements for Mitigation of the Action Alternatives

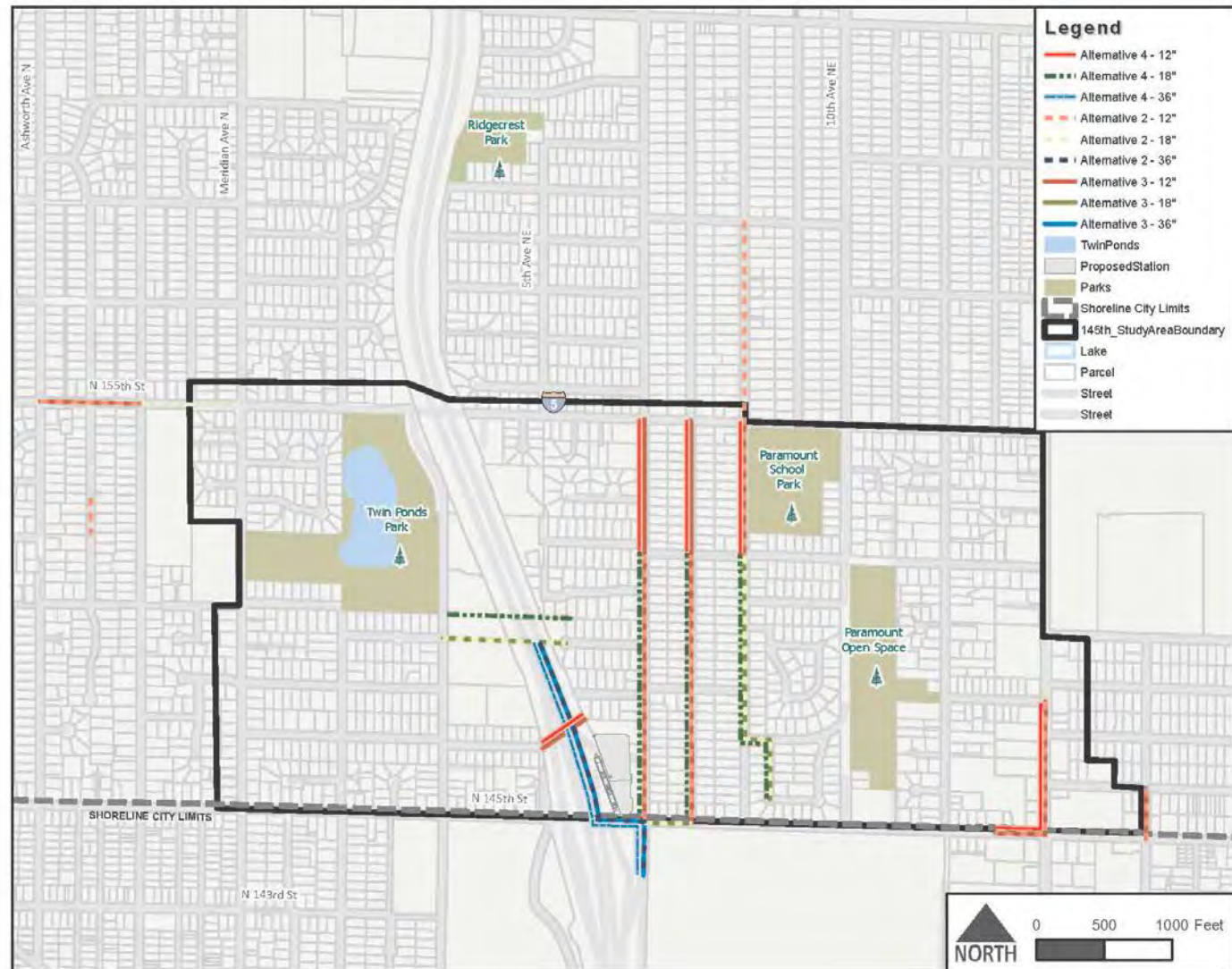


Figure 3.7-8 Recommended Future Wastewater Improvements for Mitigation of the Action Alternatives

Chapter 4

Responses to Comments on the Draft EIS FINAL ENVIRONMENTAL IMPACT STATEMENT

Chapter 4—Responses to Comments on the DEIS and DEIS Addendum

This chapter of the Final Environmental Impact Statement (FEIS) responds to comments received on the Draft Environmental Impact Statement (DEIS) and the Addendum to the DEIS. The comment period on the DEIS was January 17-February 19, 2015. The comment period on the Addendum to the DEIS was February 19-March 21, 2016. This chapter also includes responses to spoken testimony offered at public meetings held during open comment periods. Responses to comments on zoning alternatives received April 7 2015 also are provided.

Responses to Comments on the DEIS

Responses to Common Themes in the DEIS Comments

Many of the comments on the DEIS related with similar themes. These common themes are summarized and responded to in the list below. These thematic responses also are referenced in specific responses to individual comments, included later in this chapter.

Factors that Influenced Potential Zoning Scenarios

Several comments stated that the zoning scenarios presented in the DEIS showed potential building heights and other elements that were not representative of what residents recommended in the design workshops in May and June 2015.

A summary report of the design workshops is available at <http://www.shorelinewa.gov/home/showdocument?id=17748>. The summary report lists common themes of comments received at those workshops, including concern over heights of new buildings and preferences for lower height limits, which residents felt would be more compatible with existing single-family homes.

Most of the housing stock within the 145th Street Station Subarea was built following World War II and includes many single-family rambler-style homes that are around 20 feet in height. However, before the City of Shoreline was an incorporated city and was an unincorporated part of King County, the height limit in single-family (R-6) zones has been 35 feet.

The 35 foot height limit in the new Mixed-Use Residential-35' (MUR-35') zoning proposed for parts of the subarea is intended to provide transition zoning between existing single-family and taller new buildings in other zones. MUR-45' has a height limit of 45 feet, which was a height supported by many attendees at the design workshops.

The zoning scenarios analyzed in the Draft and Final EISs were a product of many influences in addition to public comment, including existing policies in the City's Comprehensive Plan and those in County and regional guiding documents. Throughout King County and the Puget Sound region, policies call for development of nodes of higher density and mixed-uses near transit to accommodate projected population growth. Chapter 2 of this FEIS lists many of these policies.

Public comment throughout the DEIS process influenced several changes represented in the Compact Community Hybrid zoning scenario, including a maximum base height of 70 feet and retention of single-family zoning around parks and open spaces. Public comment also influenced the consideration of a phased approach to all action alternatives considered in this FEIS.

Why Plan/Zone Now When Light Rail Won't be Operational until 2023?

Many of the DEIS comments dealt with the appropriate order and timing of rezoning in relation to improvements that would need to be made in order to support increased density. Some suggested that the City was metaphorically "putting the cart before the horse." Before discussing specific examples, it may be helpful to define the "horse" and the "cart" in this analogy. The "horse" is the zoning scenario, which defines potential impacts over both a 20 year and build-out timeframe. The "cart" is a variety of programs, improvements, and other controls that would be required to mitigate identified impacts.

One example given was that the City should not rezone before receiving commitments from King County Metro to serve the station and subarea. This seems reasonable, but in actuality Metro would first need to see that projected ridership would warrant increased service and that the City and its partners would be able to improve 145th Street so that their buses would be able to provide reliable service before making such commitments.

The same holds true with many of the other items in the "cart." Growth scenarios defined by zoning dictate a variety of needs, including improvements to transportation and utility infrastructure. The City will use population projections to identify programs, projects, and priorities through the Transportation; Surface Water; and Parks, Recreation, and Open Space Master Plans. In many cases, the City will use these projections to apply for grants to fund capital improvement projects. Utility and service providers will use population projections in modeling to update their own long-range plans.

It will take time to develop, implement, and fund all of the items in the "cart", and while it may seem that these details should be finalized prior to rezoning, it is actually the zoning that directs plans, programs, improvements, and funding for them.

Request to Delay Decision-making until the Sound Transit FEIS and the 145th Street Corridor Study Were Completed

Perhaps one of the most common requests in comments on the DEIS was to slow down the decision-making process, and to wait until the Sound Transit FEIS and the 145th Street Corridor Study were complete so that the analysis from these documents could be incorporated.

On March 23, 2015, the Council responded to this public comment and the Planning Commission recommendation by delaying further subarea planning until completion of the 145th Street Corridor Study.

In July of 2015, the Federal Transit Administration issued a “Record of Decision” for the Lynnwood Link Extension, thereby completing the Sound Transit EIS process. In April 2016, the Council adopted a “Preferred Concept” for the 145th Street Corridor Study. In May 2016, Council provided direction to resume subarea planning through development of this FEIS.

Request to Phase Zoning and/or Create Another Alternative

Another common request in DEIS comments was to phase zoning for the 145th Street Station Subarea Plan, as was done with the 185th Street Station Subarea Plan. There were also multiple requests to analyze another action alternative in addition to the Connecting Corridors and Compact Community zoning scenarios studied in the DEIS.

On May 2, 2016, the Council provided direction to include another action alternative- the Compact Community Hybrid recommended by the Planning Commission- in the FEIS analysis. Council also directed that a phased approach should be analyzed for all potential growth scenarios studied in the FEIS. Potential impacts and mitigations for the Compact Community Hybrid and phased approach to zoning are included throughout this FEIS and may be compared to those for the Compact Community and Connecting Corridor scenarios that were also analyzed in the DEIS.

Cars and Parking

Many comments on the DEIS related to cars and parking. These comments discussed cars that would be traveling through the subarea on the way to the light rail station, including where these would park if there were not adequate room in the Sound Transit garage, and cars that would be owned by new residents.

Throughout the discussion of subarea planning, parking has been one of the most hotly debated issues. Many transportation advocates and other cities with high capacity transit systems say that to have a true transit-oriented community, minimal parking should be required at light rail stations or in new developments. Residents often expressed concern about impacts of inadequate parking on their neighborhoods.

The City has tried to take a balanced approach to parking. No new parking standards have been proposed through the subarea planning process; they are the same as the rest of the city. Eventually, new developments within a quarter-mile of a high capacity transit stop would qualify for a parking reduction, but the City is not granting this reduction until the light rail station exists. New development may qualify for a parking reduction based on provision of affordable housing, but will still be required to provide parking for residents. Parking requirements are a limiting factor on the size of a potential development, even when specific density maximums are not.

As for future projections and trends regarding car use, the EIS acknowledges that residents do and will continue to use their cars, but proposes supporting a variety of transit services and a walkable, bikeable community. A station and other local amenities do not diminish the need for individual car ownership for needs that can't be met locally or along a transit line, including commuting, recreating, and traveling. Throughout the subarea planning process the City has considered how to encourage an environment where households may be able to meet their needs by owning one car instead of two. This would represent a significant reduction in greenhouse gas emissions within the community over time.

Some comments specifically mentioned trends that will reduce car use over time, including car-sharing applications like Uber, driverless cars, telecommuting, online shopping, and many studies that show more members of younger generations are opting out of getting driver's licenses. However, the City acknowledges that cars and parking are issues that must be addressed for the foreseeable future and closely monitored as the light rail station and neighborhoods develop. Refer to Chapter 3.3 of this FEIS for specific analysis regarding transportation.

Affordable Housing

Many comments spoke of the need for affordable housing within the subarea. FEIS Chapter 3.2 discusses housing, including regulations the City has adopted that require developers to build affordable units or pay into a housing trust fund to support development of local affordable housing options.

In May 2015, the Housing Development Consortium of Seattle-King County awarded the City of Shoreline the Municipal Champion Award for its leadership in supporting affordable housing opportunities in Shoreline and across the region. The award recognizes the City's efforts to create an equitable community through tools like incentive zoning and impact fee exemptions for affordable housing that were adopted through the 185th Street Station Subarea Plan. The City intends to continue to work with regional organizations and local non-profits to provide greater affordability over time.

Growth Management and Sustainability

Several comments raised questions about why the coming of light rail should necessitate increased zoning density in their neighborhoods. While it is true that the City is not required to change zoning to accommodate the future station, the Council's position is that increasing housing choice beyond existing single-family styles will promote local and regional economic development, social equity, and environmental sustainability goals.

The Puget Sound region is expected to grow by over one million people in the next 20 years. For the past several years, Seattle has been among the fastest growing cities in the country. As a first-tier suburb, Shoreline will need to accept some of this regional growth. Smart growth principles suggest that it is preferable to focus growth in nodes surrounding transit, as compared to spreading it evenly throughout the city, and to allow for a mix of uses in these areas to promote walkable communities and neighborhood-serving businesses. Allowing for additional commercial, retail, and office uses, including conversion of existing single-family homes to these uses, provides more local employment opportunities and grows the tax base, which can provide for municipal programs and infrastructure improvements without relying on property taxes. These are some of the economic reasons to promote nodes of density near the future light rail station.

Studies also show that areas surrounding light rail stations are desirable places to live for a variety of different people. Basic economic principles dictate that if demand for housing in the area were to increase, but zoning (supply) remains the same, over time what would likely happen is the creation of larger and more expensive single-family housing that would maximize development capacity and limit the number of people able to live close to light rail. Shoreline has a small percentage of land that is available for multi-family development.

Providing for these uses in the roughly four percent of the city that comprises the 145th Street Station Subarea will allow more (and a greater diversity of) people to enjoy the parks, schools, and other amenities in Shoreline, as well as allowing them to access reliable transit. Because transportation costs are a significant percentage of household budgets, especially for low-income households, more housing options near transit could make more money available for other expenses. These are some of the social equity reasons to promote nodes of density near the future light rail station.

In recent decades, much of King County's growth has gone to more remote areas. This kind of sprawl is not optimal from an environmental perspective for several reasons. This growth tends to happen in areas that were not previously developed and often function as natural areas or agricultural lands. Residents of this growth tend to rely heavily on single-occupancy vehicles to commute and meet other household needs. Alternatively, when growth is concentrated near transit and services, less carbon pollution is emitted from vehicles and more land can be preserved for habitat and water quality functions. If new developments contain green building features, or ideally provide a net positive benefit with regard to water quality and energy use, then over time these suburban environments can promote resilience of natural ones. These are some of the environmental reasons to promote nodes of density near the future light rail station.

Property Values and Taxes

Many comments raised concerns about a loss of property value within the subarea and an increase in property taxes. Analysis from more than 20 reputable studies of property values near high capacity transit suggests that they generally rise in value, from 0% to 32%, the closer the properties are to the stations (for all land use types—commercial, mixed use, employment, residential, etc.). Such value-added effects are usually attributed to rezoning as well as proximity to high capacity transit. For homeowners, the most typical effect is a 5% to 10% increase in value within ½ mile of the station, but exact potential increases in value are difficult to predict. An increase in property values would result in an increase in property taxes, but in Washington State there are property tax levy limitations that restrict the amount property taxes can be increased.

Eminent Domain

Many comments cited concerns over the use of eminent domain. The City does not intend to use eminent domain with regard to the 145th Street Station Subarea. The City generally does not get involved in private real estate transactions. Subarea Plan policies may direct the City to dedicate funding and consider purchasing additional park property if it became available for sale. However, any redevelopment of the subarea based on zoning changes will be governed by private markets, demand, and willing sellers.

The City may need to purchase property to accommodate the expansion of 145th Street in the future. Additional design and environmental work still needs to be done, so the exact location or amount of property that the City may eventually need to acquire to improve 145th Street is not known at this time. If a home is located in an area that Sound Transit has identified as necessary for future siting of light rail facilities, including the track and stations, Sound Transit may need to purchase all or part of the property, through negotiation or potentially the use of eminent domain. Sound Transit will deal with these homeowners directly and the City is not involved in this process.

Responses to Comments on the DEIS from Individuals and Groups

From: Barbara Angersbach

Received: January 18, 2015

City of Shoreline Planning Department

I am a property owner in Shoreline. My property falls just outside the Mobility Study Area. I am requesting that the Planning Committee take another look at the boundary lines.

My property will be impacted by the Light Rail Transit Station as will all properties along 15th Avenue NE. However the non-residential development that has been occurring along 15th Ave NE is already impacting my property and its future as a residential site. In the 25 years that I have lived at the 15525 15th Ave NE, I have seen the elimination of housing due to the expansion of the church to the north of me and the building of an office building to the south. I am one of only four remaining homes on the block, three of which are rentals. The church has sold its property to the Shoreline Water District for a Maintenance Facility. As of April 2015, I will be adjacent to a major construction site. My mid-century house will be dwarfed by the development of institutional buildings and heavy equipment traffic.

A change in zoning to a multi resident status or a combination zoning with small business commercial use would make sense in terms of land use and commercial investment.

I propose extending the new zoning to include the area of 15th Avenue NE to include 15525 15th Avenue NE.

Thank you,
Barbara Angersbach

Response:

The Planning Commission recommended extending the boundaries of the potential subarea rezone to include your home.

From: Wayne Meek

Received: January 20, 2015

I am commenting on the new Light Rail Development plans. I understand that my property at 15521 15th Ave NE is part of a proposed zoning change. I support this zoning change. I understand that there are two maps, one of which includes my block, the other does not. I would ask that my property be included in both plans.

I will give you a little history of my property. My daughter, single mother of three boys, bought the house at 15525 15th Ave NE in 1988. At the time her neighbor was growing marijuana in his garage. He was not an ideal neighbor for a young family. When his house came up for sale, I bought it in part to protect my grandsons from unscrupulous neighbors. The house was in terrible shape. I remodeled it to make it a rental. Despite the improvements, I never had good tenants. The location on a busy street and the poor condition of house, attracted problematic people.

In 2009 my daughter and I embarked on a massive remodel. We greatly improved the house in hopes of my moving in with my daughter. Instead I moved to an assisted living home. Even though we spent \$90,000 on rebuilding the house, its value on the real estate market remains far less than expected. Fifteenth Avenue NE is a very busy street. The expanding church nearby bought up many houses and turned them into parking lots. The future of Fircrest Home for the Disabled across the street is uncertain. As I approach my 92nd birthday I find myself more acutely aware of my limitations. I cannot live in a neighborhood that has so many dangers and changes.

The best thing I can think of is for my daughter and I to sell our properties to a developer because as residential homes, they do not have and never will have much value. I encourage you to change the zoning on this section of 15th Ave NE to allow multi-family buildings or small businesses.

Thank you for your consideration.
Wayne L. Meek

Response:

The Planning Commission recommended extending the boundaries of the potential subarea rezone to include your home.

From: Patricia Panitz

Received: January 23, 2015

Planning Commissioners,

Other than Option A (No action taken), all other options (B and C) are objectionable in that they allow for massive rezones from residential to commercial in half the city, with little thought given to impact upon existing communities and upon infrastructure.

The city itself has admitted that new schools, improved roads, and improvements in water and sewer will be needed to facilitate this project – this certainly won't come cheap. The old idea the "growth pays for itself" has long been refuted. The addition of 7, 8, and even 12 story buildings will result in congestion and crowding, particularly with regard to traffic, that even the incoming light rail won't be able to mitigate.

The 145 St. access and egress to Route 5 is mess now, particularly during rush hour. If 12 story buildings with more people and cars are added to the mix, the result will be a nightmare. Assuming that most people will use the light rail is fanciful and has no basis in fact. Most

people moving into these high rises will bring cars with them and use them, And where are all these cars going to be parked? Not on the streets I hope.

Proponents claim that the whole project will take 100 years to complete, which I very much doubt, but even if it were true, why the rush to approve it now? This whole project is being rushed through under most citizens' radar in order to get it done. The city is well aware that most citizens who know the details of this plan don't want it, and it is doing everything it can to accommodate the business interests who do. I suspect that most of the builders and developers who want this and will profit mightily from it don't even live in Shoreline.

While Options A and B will certainly benefit the business community, they will be of no benefit to the average person living in Shoreline now, and in the long run will negatively impact the quality of life of the average citizen because of increased taxes, traffic and congestion.

If this plan goes through, Shoreline will end up looking like Seattle. If I wanted to live in Seattle, I would have moved there.

Please support Action A (No action taken).

Please include my comments in the public record.

Yours truly,
Patricia Panitz

Response:

General substantive issues raised are discussed in more detail in the "Common themes of DEIS comments" section at the beginning of this chapter; specifically, in the "Why plan/zone now", "Cars and parking", "Growth management and sustainability", and "Property values and taxes" sections and more specifically in Chapter 3, Section 3.3 of the FEIS.

From: Julie Houff

Received: January 26, 2015

For the public record.

Dear Shoreline City Council members,

I feel the need to add my input as someone who has lived, worked and enjoyed this community since I was a child.

Until we get big banks and major developers into public ownership so the resources can be democratically used to provide housing for all, the most commitment, creativity and courage by you is needed right now to ensure there is enough high-quality housing that is affordable for all people.

Best scenario for the future would likely be-

"Paying for any significant expansion of affordable housing will require a reversal of current regressive tax policies and major expansion of taxes on developers and the wealthy. This is why the fight for affordable housing cannot be waged without a struggle against income inequality and the ending the billions in corporate handouts. Publicly funded construction of housing has to be democratically overseen, by representatives of the communities, the labor unions, and the tenants. This will ensure the best use of resources and avoid waste and bureaucratic mismanagement."

Limit land that developers can access (that would fall under the slow and limited area phasing category I assume) so they are forced to compete for it, pay a premium, but without encouraging a "highest and best use" type of tax hiking system for those inhabiting the low density neighborhoods now or even for those who inhabit after current residents move. We don't want to increase the land value/taxes for land that is now in much lower density zoning. It's imperative to ensure that "highest and best use" only applies to the properties that are being purchased for major redevelopment and big profit. INVESTOR class should pay biggest premiums - and they will when developers pass the costs on to them via sale.

Limiting open space for the poor is very bad idea. Again, it's necessary to create ample more natural green space for health and happiness...just ask any wealthy person! Poor and poorer does not equal having less right to health and happiness than others!!! That would equal being extremely prejudicial.

Thank you very much for taking time to read my comments.

Julie Houff

Lake Forest Park- basically on the border of Shoreline and LFP

Response:

General substantive issues raised are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to phase zoning”, “Affordable housing”, and “Growth management and sustainability” sections and more specifically in Chapter 3, Section 3.2 of the FEIS.

From: Dan Jacoby**Received: January 26, 2015**

Greetings.

I am following up on the public comment I made this evening at the City Council meeting.

At the meeting, I noted that the February 23rd City Council meeting is going to go late into the night, because the schedule calls for major decisions on two hot-button issues. In addition, I noted that the Planning Commission’s meeting to choose a recommended alternative for the 145th St. subarea is scheduled 12 days before the end of the public comment period on the DEIS. Neither of these is preferable.

This problem is apparently an unintended consequence of the Council’s original schedule for the two subarea rezonings. The solution, therefore, is to postpone a final decision on the 145th St. subarea. By moving the final decision back from June until July (or later), the rest of the schedule can be similarly shifted. It may be too late to reschedule the Planning Commission vote on February 5th, but it is certainly not too late to reschedule the Council’s preferred alternative vote.

There are several benefits to this move, including:

- Greater perception that the Council is interested in, and respects, public comment;
- Public input, and subsequent Council decisions, based on a total picture of the entire area, knowing what the northern subarea will look like;
- A much easier — or at least less difficult — February 23rd meeting; and
- Potentially, a wider view of the possibilities, particularly if the Council chooses to implement a phased approach to rezoning.

In contrast, there is no real down side to slowing down the process on the 145th St. subarea. As I mentioned in my comment, whatever Monday evening the Council makes its final zoning decision, nobody is going to start building the next Saturday, or a week from Saturday, or a month from Saturday, or a year from Saturday, because the light rail isn’t coming for another eight years.

I understand that there was a very good reason, one might even say laudable reason, for the current scheduling. I would put it to you that the original reason, given the unintended consequences we now face, is no longer sufficient, and a change should be made. I urge you to make the change.

Best regards,
Dan Jacoby

Response:

General substantive issues are discussed in more detail in the “Request to delay decision-making” and “Request to phase zoning” sections at the beginning of this chapter. With regard to your request that the Planning Commission public hearing not conclude until after the close of the comment period, you may recall that the public hearing was carried over from February 5 to February 19, 2015.

From: Susan Ragan-Stuart**Received: January 27, 2015**

In 1980 we bought what we thought was our "starter" house. A cute, clean, move-in-ready rambler in a quiet cul-de-sac—150th & 9th NE in Shoreline. After 2 children we looked for a larger house (wanting to stay in the Shoreline School District) but couldn't find one that offered what we already had—a quiet neighborhood where the kids could play freely, and the advantage of property that abutts the Paramount Park Green Space (thank you Janet Way). Over 34 years later, after two remodels, we're still here and we don't want to leave. I have attended some meetings - even the first one almost two years ago -on the light rail planning for our neighborhood. Not once have I heard a member of our community support the zoning/building plans you have presented to us. Not one! Please, please take into consideration the voice of the community. Go slower; phasing changes. The re-zoning DOES NOT have to happen all at once. Let the community adjust and grow in steps. Then you will get growth that is manageable.

Keep in mind that all of this is based on projections for growth--projections being the operative word. It is a guess, not a fact. All things considered, being overly generous in your projections {Option #3} can have disastrous effects. A simply downturn in the economy could interrupt everything. Everyone knows "if you build it, they will come". If you don't, they won't. Controlled growth (re-zoning in phases) seems the only logical solution. Slower growth is much more manageable for all concerned--schools, utilities, police & fire, etc., as well as the impact it will have on our taxes. “There is clearly a relationship between assessed values and changes in zoning” (See, William & Mary Law Review, Vol 17/Issue 4 *Upzoning, Public Policy, and Fairness. A Study and Proposal*. Richard W. Bartke, John S. Lamb). As well as the added taxes from various bond issues that will eventually appear due to increased population.

Your plans for what could be are ideal -- if you were starting with a clean slate, which you are not. Your pictures of what could be are beautiful - and I'm sure the Greenwood area had similar pictures (isn't it lovely now?). Woodenville also (cute but a growth nightmare trying to get in & out, or from point A to point B!). I am a horticulturist by profession (put in over 10 years at Sky Nursery) and my first reaction to the compact community plan (#3) was that I was going to lose the winter sun. Unacceptable. Option # 1, which you have decided is "no changes" should have been one that incorporates some of the enhancements, with considerations for re-zoning at a later date. Give it some thought. Please. With what you have presented to us, you are going to destroy my home, my community.

In closing, I'm hoping that you will respect the political process; listening to those you represent and act accordingly. I am not opposed to growth or the light rail system, but "it is much better to do a few things well than to do many things badly". *Id.*, William & Mary Law Review.

Susan Ragan-Stuart

Response:

General substantive issues are discussed in more detail in the common themes "Factors that influenced potential zoning scenarios", "Request to phase zoning", "Growth management and sustainability", and "Property values and taxes" sections at the beginning of this chapter.

From: Cathy Aldrich

Received: January 27, 2015

Shoreline City Council:

Regarding the DEIS rezone information session that I heard on January 22 some thoughts come to mind. First and foremost is that the projections of how fast redevelopment will occur are Pollyanna at best and misleading at worst. The Lynwood transit corridor around 164th Street and I-5 only took 15 years to totally change the character of the area, much of that construction taking place in the last five years.

This area had room to develop, it had rural land and roadway infrastructure in place LONG before the development took place. It displaced very few residents. The Shoreline rezone proposes to displace many.

One thing to note in the Lynnwood area as well is the fact that the most recent apartments have been available for at least six months and yet when driving past one can easily see that the vast majority have not been rented out yet. If there were such a high demand as to require the building of these *now*, why are they still sitting vacant?

The Ballard rezoning has changed the character of the neighborhood in less than seven years. The lack of parking has been a huge issue as well as it has underestimated how many are to their autos. The Roosevelt area has already been impacted in such a way to totally change the character of the neighborhood and light rail is not even close to being viable there.

If there is any question about cars and development one only needs to look to the apartments that now abut the freeway along 5th Avenue just south of 130th Street in Seattle. Those apartments are on a good bus line, they have limited parking available for the units, the street is now flush with parked cars where once there were only a handful.

To rezone an area so far in advance of when the actual station that is supposed to serve the expected new residents is then close to folly. The Shoreline station at 145th is not to open until 2023. Construction is to begin in 2018 and of course that does need an environmental review process prior, it will have a huge impact on the I-5 and 5th Avenue corridor. However rezoning the neighborhoods now and saying change will take twenty to forty years to happen is as stated, a Pollyanna view. History does not lie and there is enough recent history regarding how fast rezones change neighborhoods, no one should be ignoring these facts nor glossing them over.

There are many things that can change in the interim, including population projections. Just because things are booming now does not mean they will be come 2023. A more nuanced approach, a more phased approach would make more sense and set better with those who will be impacted by the City's decisions.

I believe the residents of the affected areas would best be served by **delaying** the process and NOT discussing both projects as if they are one.

It would make far more sense to have **"Phased Transitional Zoning"** that could be based on specifics such as having the infrastructure in place, *and this would include having the light rail station actually open*, and upgrades that can occur once the specifics are met. This is simple common sense based on so many unknowns. And there are MANY unknowns when one is trying to predict the future.

The only thing we know is that the light rail station is due to open in 2023, we do not know what sort of economic climate will exist at that time.

Regarding the actual community meeting and the presentation:

People do not like to be talked at, people do not like to be lumped, people do not like to be talked down to. The impression many received from the session was that all three points were in use. Many questions presented were not answered in a straightforward way, roundabout answers, non-answers, and obfuscation just serve to instill even more anger in those who are already angered.

To say “Millennials” like this or that ignored the fact that several of those who were expressing concern WERE Millennials. To assume that all of that generation will choose a certain path or pattern ignores human nature. To speak about current patterns ignores what happens when people marry and start families, many prefer to live in single family homes. Yes, things and attitudes are fluid and changing, but by focusing on one generation, while ignoring those of that generation who were present sends the message that the City does not see or consider its residents as individuals with individual opinions. And to ignore the concerns of an older generation who have lived here for many years and who helped make the City of Shoreline just that, a city, does not send a positive message either.

The concerned citizens understand that change happens. What they are questioning is why the City is pushing so hard, so quickly, to rezone an area in the face of so many true unknowns. ***Once the area is rezoned change cannot be stopped***, so why not slow things down and take time to see just how things progress? There is nothing wrong with taking a more nuanced, a more phased approach. Better to do this than make a misstep that leaves a blight on the area. Better to do this than step on the citizens whose lives will be affected by the policies the city enacts. This is why a phased transition would make far more sense.

If the process is slowed down it allows adjustments to be made. So what if in forty years there might be a building built in a phased in process torn down and rebuilt? This was an example that was used as to why phasing the process wouldn’t make sense ... yet it could happen anyway and is a more likely scenario given no one knows what will happen forty years from now, or even twenty. Why hurry into something when the end result is so far in the future, even if it is close at hand?

Once the character of a neighborhood has been changed by developers, we cannot get it back. And the developers are the ones who will be swooping in once a rezone is in place, that is the truth of history as is born out so many times, so many places.

Better to take it slowly and be more methodical and nuanced. That way the likelihood of stepping over the concerns of citizens can be mitigated and allow for adjusting, both of attitude AND policy.

I would request this letter, which is being sent to the Shoreline City Council and staff, also be recorded in the DEIS.

Respectfully,

Cathy Aldrich

Resident for 34 years

Response:

General issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Why plan/zone now”, “Request to delay decision-making”, “Request to phase zoning”, and “Cars and parking” sections. Specific information about parking can be found in the Chapter 3.3 and the concept of phased zoning is addressed through the FEIS.

From: Janet Way

Received: Friday, January 30, 2015

Dear Council and Planning Commission,

This article highlights important considerations as you look at policies for affordable housing in the proposed Rezone areas.

Please include this as a part of the record on the EIS' for both Rezone areas.

Regards,

Janet Way
Shoreline Preservation Society

Outside City Hall: Why the 10-year plan didn't end homelessness: will our new mayor make the same mistake?

by Carolee Colter and John V. Fox Seattle Displacement Coalition (reprinted from this month issue of Pacific Publishing Newspapers)

Almost a decade ago, we wrote a column criticizing the "ten year plan to end homelessness". Launched in 2005 with great fanfare, the plan committed to dramatically increase spending on low-income housing, overnight shelter and other homeless assistance programs. A “Committee to End Homelessness” was established to implement the plan, run primarily by elected city and county officials and big shots in the non-profit sector and corporate giving world.

While we appreciated the increased attention and dollars pledged to the growing problem, the plan lacked any commitment or set of policies to prevent the continued loss of our existing stock of low-income housing to the forces of redevelopment.

Even if the plan fulfilled its goal to add 9000 low cost units countywide over the period, for every one unit created, three to four units would be lost to demolition, condo conversion, and increased rents. Given that Committee membership included many with ties to developer interests, it was unlikely the plan ever would address the issue of displacement.

Ten years later, we have to add this story to our growing “we told you so” file. Since 2005, the ten-year plan takes credit for adding about 6000 housing units countywide. But in Seattle alone, over the same period, over 6500 low-income apartments have been demolished, another 3000 were lost to condominium conversion and at least another 6000 lost to speculative sale and rent increases. Thousands more were lost in the rest of the county to these forces.

Today homelessness has reached record levels--up 13 percent in 2013 and up another 20 percent last year. On any given night, there are 12000 homeless people, county-wide, including about 3000 sleeping in overnight shelters, 3000 in a longer term “transitional” housing, another 3700 counted on the streets in the annual shelter providers’ “one night count”, and at least another 3000 we estimate that go uncounted.

County and city leaders won’t acknowledge their plan has failed and to this day refuse to link the problem to the continuing loss of existing units to redevelopment and gentrification. Instead they’ve extended their plan out indefinitely, promising great strides in the future. Yet Seattle and King County together now spend over \$45 million annually on homeless programs. That's enough to hand each of those homeless identified in the “one night count” an annual \$15,000 check.

We are not saying stop committing these dollars for low-income housing and more shelter beds. But we’re simply “shoveling sand against the tide” if displacement-induced housing losses are not addressed.

Mayor Murray seems to be making the same mistake. He pledged to come up with a bold new plan to for affordable housing in our city and created a housing advisory task force charged with recommending new strategies. Unfortunately, the task force is top-heavy with corporate, downtown, and developer interests and conspicuously short of neighborhood or tenant advocates or the homeless themselves.

The Mayor will have to look elsewhere for real solutions. For starters here are our ideas:

- Require developers who demolish low-income housing to replace one-for-one the units they remove and at comparable price. This should apply in every discretionary land use decision such as where a developer seeks an upzone, master plan permit, alley vacation, air rights or acquisition of public land. Impose a citywide moratorium on demolitions until this is adopted.

- Pass a "Right of First Notice" ordinance requiring all owners of existing lower-income apartment buildings to first offer them for sale to non-profits representing the affected tenants before they put the property up for sale to speculators and developers. Impose a moratorium on further upzones until this is adopted.
- Create a Housing Preservation Commission to inventory our remaining stock of privately owned low-income buildings at risk of being lost, and then recommend strategies for quick acquisition of these buildings. Consider selective use of the city's condemnation authority to acquire "at risk" buildings the Commission has prioritized.
- Inventory unused public lands in Seattle and the County and make them available for low-income housing development. Free land would save millions, stretching public dollars so more units can be built.
- Identify and create new dedicated sources of funding.

(1) Seattle and King County should issue \$600 million in long-term bonds for the development of housing for homeless people, (no more than both governments have done for sports stadiums, parking garages and office buildings.)

(2) Re-establish the Growth Related Housing Fund discontinued by former mayor Greg Nickels. Each year, 20% of the incremental increase in property tax revenue from new construction city-wide should be dedicated to the development of low-income housing. Adopt developer impact fees to replace these revenues that otherwise would have gone into the general fund.

(3) Dedicate 20% of the city's Real Estate Excise Tax revenue - about \$10 million a year - to the production of housing for homeless people.

The Mayor has said he'll listen to the community, not just his appointed task force. We hope so or he'll simply repeat the failures of the ten year plan and past administrations.

Response:

General substantive issues are discussed in more detail in the "Common themes of DEIS comments" section at the beginning of this chapter; specifically, in the "Affordable housing" and "Growth management and sustainability" sections and more specifically in Chapter 3.2 of the FEIS.

From: Elaine Phelps**Sent: January 31, 2015**

Please incorporate this message into the record regarding the proposed rezones in the areas of 145th Street and 185th Street, Shoreline.

As a 50-year resident of Shoreline, I have seen many changes in our city, some of which I liked, some of which I did not. That's not at all surprising.

What is surprising to me - in fact, alarming - is what appears to be a fore-shortened and non-transparent process by the Council for these premature, radical and disruptive rezones in the areas of proposed future rail stations.

This approach does not put people first - it is in fact reminiscent of earlier times when our then city government tended to benefit special interests at the expense of the rest of us, more or less as much out of sight as it could.

I urge the Council not to proceed with the flawed process now in place and instead adopt a process that is truly democratic and in the public interest.

Indeed, what's the rush to end the process immediately when this is an undertaking that will take years? The only ones to benefit from preventing adequate public input, as far as I can see, are those who wish to develop these areas under the new zoning regulations to make substantial personal or corporate financial profit, without considering the environmental and social costs to those already living there.

I know that there have been notices to the public regarding opportunities to express their opinions on what they would like to see, but as you all know, relatively few people participate in such events. Significant interest and participation are awakened only when an explicit proposal is up for approval. These proposed rezones should have had widespread circulation throughout the city, followed by a well-advertised series of hearings. It is only now that we have been alerted to this proposal and its potential ravaging of the neighborhoods involved.

This concerns all of Shoreline, not just the areas immediately under the gun. All of our citizens need to have the chance to weigh in not only on the prospective rezones but on the process itself because, if for no other reason, who knows where the next assault upon our neighborhoods may come without significant time to learn the actual details and to respond as informed citizens?

Thank you for your consideration.

Elaine Phelps

Response:

General substantive issues are discussed in more detail in the "Common themes of DEIS comments" section at the beginning of this chapter; specifically, in the "Why plan/zone now" and "Request to delay decision-making sections.

From: John Kropf

Received: February 1, 2015

Dear planners,

Due to issues beyond my control, I can't make all the meetings I would like. I did make the Eastside Rail Corridor meeting in Seattle, January 28th. Alexa Vaughn must have been there too. [She gave a great report; including a picture of part of the Kirkland 5.75 mile "park" in the Saturday Times (1/31/15).]

The main presentation was by the King County Parks department, who did a marvelous job of projecting the future trail from Woodinville to Renton. What does Shoreline care about what the Eastside is doing? Answer: Kirkland has lead the way of the future by opening their section designed by individual communities. We, in Shoreline, can learn a lot from Kirkland.

Like Kirkland, Shoreline owns the greatest single portion of the old Interurban Trail, and it is working, but not with the enthusiasm of Kirkland, where congestion relief is one of their goals. We have a "golden" opportunity to connect our Interurban Trail to the Burk Gillman Trail and relieve the horrid congestion along 145th at the same time. We can become a portion of a physical network for transit that works like the internet at virtually no cost (I offered to buy the first vehicle).

-----Back to our immediate problem at 145th:-----

I studied the problem while my wife drove down 145th and beyond while I looked. [185th will become bad, but not as severe.]

Congestion is a nightmare. My wife and I often travel on 5th often to our doctor's office and shopping at Northgate. The area shown on your maps indicate horrid problems. We have experienced it first hand, many times.

Traveling north or south on 5th can be a nightmare now; waiting for many light cycles to get through even without a parking garage.

Same thing going east and west

Combine changing 90 degrees in any direction; increased congestion.

Capacity is a problem

The total system is past a breakdown point now. What will happen when a station and garage are added? Unbelievable!

Accident rate is already heavy for conditions, this too will escalate dramatically.

Adding a station without a garage will make things much worse.

Adding a parking garage, will make it impossible. Access is a problem. ing north on I-5 and then east on 145th is already a nightmare. The only solution for this access route is to add a non-stop right lane exit to enter east of the current exit point before merging.

Going north and then west is already a nightmare worth many light cycles.

Going south on I-5 and exiting to the west needs improvement, but is manageable

Going south and exiting to the east is another nightmare of light cycles and congestion.

Entering I-5 from any direction is often a multi-block wait.

Solutions:

Eliminate the Parking Garage.

This will be a good step, but any kind of taxi service to the station will help fight the current congestion.

A taxi type of service, if established, could be revenue neutral, pickup at your home and deliver within "5-10" miles (Lynnwood to UW?).

Investigate other 21st Century profitable solutions (like attached NASA).

Eliminate the station.

Let the Roosevelt UW station be the last of the 1890's technology (which was faster than our light rail).

We will still have congestion at UW.

Let the above successful taxi system use Northgate as a convenient interim drop-off for express bus service to UW and Seattle.

Install a 21st Century NASA supported system for the two mile corridor on 145th to the Burke Gilman Trail (BGT).

INTERURBAN to BGT: Using the latest NASA (below) technology, can be done at no cost, because it is profitable. A public-private partnership can achieve benefits for Shoreline as well as individual investors. The support poles are environmentally neutral (like light poles with no power). This NASA SkyTran system can then use BGT to Kenmore, UW (and beyond); INTERURBAN to Ballard, etc. Finally relief!

NASA 21st Century two station demonstration site will be complete in Tel Aviv this year (2015).

Requires no utilities (harvests own power), install up to a mile/day on extreme right-of-way (like utility pole).

Non-stop from your location to any location on the "Physical Network" at street speed limits or higher (up to 150mph)

Capacity up to 14,400 people/hour (three freeway lane equivalent) in each direction.

Low cost stations could be at your home or apartment building, (your/community choice).

Available 24/7 in zero seconds, no strangers.

Quiet (like a glider) MagLev SkyTran

In 1995, our Federal Government Transportation (DOT) produced a document (TCRP-15) that set up the rules for determining "how to move people out of their car" and into a transit system. The study was completed and published as TCRP-35, a 35 page document. I have reduced it to one page and hopefully more understandable. The URL for the complete document is on the attached "grading" rules (A,B,C,D,E,F) that influenced people like you and me. I have also attached the *MacIsaac* document (see slide 5) he was working on when he died (12/6/14) as well as a "slide" from the NASA AMES open house on 10/21/14.

John Kropf

From: John Kropf

Received: February 16, 2015

I have studied the material and had my wife drive down 145th and beyond while I took notes:

1. **Congestion is very heavy.** We travel on 5th often to our doctor's office at Northgate. The area shown on your maps indicate peak congestion problems. We have experienced it first hand many times.
 - Traveling north or south on 5th you can wait for many light cycles to get through even without a parking garage.
 - Same thing going east and west
 - Changing 90 degrees in any direction increases congestion.
2. **Capacity:**
 - The total system has high congestion now. What will happen when a station and garage are added?
 - Accident rate is already heavy for conditions, this too will escalate.
 - Adding a station without a garage will increase congestion.
 - Adding a parking garage, will further increase congestion.
3. **Access:**
 - Going north on I-5 and then east on 145th is congested. The solution for this access route is to add a separate non-stop freeway exit right lane to enter east of the current exit point before merging.
 - Going north and then west is worth many light cycles. There is no easy fix.
 - Going south on I-5 and exiting to the west needs improvement, but is manageable.
 - Going South and exiting to the east is another nightmare of light cycles and congestion. No easy fix available.
 - Entering I-5 from any direction is often a multi-block wait.

Solutions:

1. **Eliminate the Parking Garage:**
 - This will be a good step, but any kind of taxi service to a station will increase the current congestion.
 - A taxi type of service, if established, could be revenue neutral, pickup at your home and deliver within "5-10" miles (Lynnwood to UW?).
 - Investigate other 21st Century profitable solutions.
2. **Eliminate the station:**
 - Let the Roosevelt UW station be the last of the 1890's technology (which was faster). The Interurban ceased when no longer profitable in 1939. Why are we trying to use this technology?
 - There will still be congestion at UW; 21st Century technology can fix the problem at virtually no cost.

- Let the above successful taxi system use Northgate as a convenient interim drop-off for express bus service to UW and Seattle.
- Install a 21st NASA supported system for the ~ two mile corridor on 145th to the Burke Gilman Trail. [Or other de-congestion routes using 21st Century technology. 15th or 5th?]
- 3. **NASA CA LAB, APPT ONLY;** 21st Century two station demonstration site is being built in Tel Aviv this year (2015).
 - Requires no utilities (harvests own power), install up to a mile/day on extreme right-of-way (like utility pole). [Environmentally neutral.]
 - Non-stop from your location to any location on the "Physical Network" at street speed limits or higher (up to 150mph)
 - Capacity up to 14,400 people/hour (three freeway lane equivalent) in each direction.
 - Low cost stations could be at your home or apartment building, (your/community choice).
 - Available 24/7 in zero seconds, no strangers.
 - Quiet (like a glider) MagLev SkyTran.
 - Local factories, state produced raw materials (aluminum).
 - Two shift teams can install a mile/day of guideway (off peak commute hours).
- 4. **TCRP-35:** This 35 page Government Transportation document tells us how to move people out of their car and into a transit system; Grades A & B:
 - <http://www.tcrponline.org/PDFDocuments/TCRP%20RRD%2035.pdf>
 - SPEED/TIME; =(A), <14(B) Minutes (FASTEST is BEST) A NYCU Study showed that a 10% decrease in commute time = 10-20% increase in the economy!
 - WAIT/TIME; < 10(A), 14(B) Minutes (ZERO is BEST)
 - TRIPS/DAY; >15(A), 12(B) (Available 24/7)
 - HOURS/DAY; >19(A), 17(A) (Available 24/7)
 - LATE/MONTH; <1(A), 2(B) (Available 24/7)
 - The 6th relates to CROWDING! (Basically, you want the seat next to you empty):
- 5. **NATURAL GROWTH:** Use SkyTran to relieve congestion and leave streets neighborly. No need to destroy existing buildings/homes in order to walk/bike safely. Let our city grow naturally, as the community continues in an orderly fashion (at a profit).
- 6. **SOUND TRANSIT:** Avg approximately 20mph, large expensive facilities, return mostly empty. Has built 20-24 miles since 1996. [No longer profitable in 1939.]
- 7. **ENVIROMENT:** Since SkyTran requires zero utilities, it is environmentally neutral. Our environmental laws are to protect us from degrading changes to our air, water and natural habitat. This makes SkyTran a win-win solution.

8. **James W. MacIsaac** P.E. made an 18 slide presentation pointing out major discrepancies in what the public is receiving from Sound Transit. The public needs to see this data. It's beyond the scope of this note. He passed away, but I can arrange a presentation with the Eastside Transportation Association (ETA).

Respectfully,
John Kropf

Response to February 1 and February 16 Comments:

General substantive issues are discussed in more detail in the "Cars and parking" section at the beginning of this chapter and with more specificity in Chapter 3.3 of the FEIS. Many of the issues you mentioned with 145th Street were analyzed in the Corridor Study for that street, including improvements that could be made to mitigate existing and anticipated problems.

From: Natanya Wilson

Received: February 1, 2015

To whom it may concern:

We are writing to express our concern regarding the rezoning project in the Upper Pelican Park neighborhood. Our neighborhood is desirable because despite its close proximity to Seattle, it's a quiet area with residents that are mostly families and long-time residents who have made this their home for several decades. As a family with young kids we value the simplicity, safety and family-feel that our neighborhood provides. We have three main concerns:

- (1) We want the zoning for our neighborhood to be specifically for single-family homes. The appeal of Shoreline is and has always been a family-friendly environment. Adding 4 to 8 story structures completely changes the environment around the home that we love.
- (2) Increased traffic due to rezoning. We specifically bought our home because it was not near a busy street. 8th avenue is currently quiet and safe for a walk to the park, however additional traffic raises the concern of pedestrian safety, increased street noise and additional traffic jams along 145th & 5th.
- (3) Re-phasing too hastily is another concern. Our little loop is a tight-knit community and our hope is that the entire project is drawn out into phases that give enough time to see successes and failures before re-phasing the entire community. Specifically, we would like our loop off 150th to be phased in slowly.

Thank you for your consideration,

The Edgecomb Family

Response:

General substantive issues that are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Factors that influenced potential zoning scenarios”, “Why plan/zone now”, “Request to delay decision-making”, “Request to phase zoning”, and “Cars and parking” sections. Specific information about parking can be found in the Chapter 3.3 and the concept of phased zoning is addressed through the FEIS.

From: Cynthia Matson

Received: February 1, 2015

Alternative 2. I would like to know why the culdesac which is the 2300 block of N 156th Place is included in the possible rezone when it is obviously farther off the main thoroughfare than the other rezones. This doesn't make sense to me. It breaks up a good neighborhood, and for what reason?

I live in this culdesac and am not happy to see it included in the rezone.

Cynthia Matson

From: Cynthia Matson

Received: February 2, 2016

I am writing you about the radical rezone that you are planning in the 145th area near the link rail. I specifically would like to know why the culdesac in which I own a house was included in this rezone. This is the 2300 block of N 156th Pl, on the west side of the freeway. In this particular area, the rezone plan for some reason was made larger in our area, to include our culdesac, though the houses and remainder of the street just west of us was not put into the proposed rezone. I would like this culdesac to be removed from the proposed rezone. Come and take a look, it is a nice neighborhood, with nice neighbors and homes, and some of us have lived here over 40 years. If this is not possible, I would like to know why this culdesac had to be included in the rezone specifically.

Before the rezone even happens, our house value already went down \$20,000 from last year to this.

Thanks,

Cynthia Matson

From: Cynthia Matson

Received: February 17, 2015

I am writing to you in regards to the proposed radical rezoning in this subarea. I think this proposal is too much, too soon! Why are you proposing to uproot so many people for this? This is a nice middle class neighborhood, with a lot of single family homes. Many of us have lived here happily for over 40 years, and if forced to move, will not be able to find affordable homes in another part of the Shoreline area. I think this is outrageous! Where are the letters informing local homeowners that their homes will soon be in jeopardy? Where are the "proposed rezoning" signs to inform them? I don't think everyone knows about this. In the past, the city government has been very good about listening to the voters and homeowners in this city. It seems like this time, many people are not even being notified.

That being said, if we must have rezoning and the subsequent build up of properties, I would much prefer Alternative 3, the Compact Community model. Please keep the businesses and apartments on the east side of the freeway along with the light rail station. I see no reason to extend this to the west side of the freeway, other than possible greed on the part of developers.

Regarding the other proposal, Alternative 2, the Connecting Corridors, I would very much like to know why the culdesac that I live in, the 2300 block of N 156th Place, is included in this proposed rezone. There are three culdesacs in this area, right next to the freeway, built around the same time, and they all contain nice, roomy homes. The entrance to our culdesac is the extension of the 2100 block of N 156th Place, and I think it does not make sense to change our part to the higher density zoning, while leaving the rest of N 156th Place as a residential zone. Could the line be drawn straight across going east, instead of making a "jog" to include this culdesac? Has anyone physically checked out this area, to see how it is laid out? I do not see the reason for including this culdesac in the rezone, especially since a "jog" had to be made in order to do so. It would be disruptive to the rest of the residential area in this location. Look at the map! I would like someone to explain this to me.

Please remove this culdesac from the proposed rezoning.

Cynthia Matson

Response to February 1, February 2, and February 17 comment submittals:

Out of the four potential zoning scenarios analyzed in the FEIS, your cul-de-sac is only considered for rezoning in the Connecting Corridors alternative, but not in the other three. In this scenario, the potential zoning boundary was expanded north to include the entire cul-de-sac, rather than splitting zoning within it.

From: Daryl and Laurel Stuart**Received: February 2, 2015**

We are asking you to slow down the process of choosing a 145th St subarea rezoning plan because we have lived here 52 years and we like it the way it is. Also, please move the final decision on the 185th to a later date, after Feb. 23, so we don't have to discuss 145th and 185th in the same meeting.

Sincerely, Daryl and Laurel Stuart

Response:

The City Council amended the adoption schedule. General issues are discussed in more detail in the “Request to delay decision-making” section at the beginning of this chapter.

From: Roger and Shirley Parker**Received: February 2, 2016**

I would like to bring some of my concerns to your attention. It does not feel like the questions we ask are being fully addressed in the meetings and just the vision they have is being addressed.

I have lived in my neighborhood for almost 40 years. I bought my home in Shoreline for the schools, single family neighborhood and the quality of life from the vision of conservation for both plants and wildlife.

Upon retirement I will not be able to afford to pay rent or move to another location. My home is paid for and I have planned to live my life here. Please don't price us out of the neighborhood with burdensome property taxes.

If you put up apartments on 8th Avenue that are 7 stories high, I will not have any light for my home and gardens.

I think that traffic on 5th and 8th Avenue will not be addressed by putting in a turn lane and bicycle lane. It is already very congested on 145th and 5th during rush hour. I was told that you would not have to take land away from home owners to accomplish mitigation; I don't think that is true.

All multifamily and business dwellings must have assigned parking included in the rent. Other neighborhoods are proof that people will not be able to afford or be willing to pay for parking. The assumption that new people living close to a transit center will not need cars, is wishful thinking. If anything with transient apartments, you will have people sharing the apartments and needing additional cars.

Please don't take away all the character from our neighborhood. It is affordable housing.

There are sewage issues and water runoff that cannot be resolved without taking time.

Suggestions:

1. Don't put tall apartment buildings in this neighborhood. Keep the lower style apartments. Require parking in any multifamily building included in the rent with at least one car per apartment. Future generations may learn to live without cars but that is a long way off.
2. Don't try to do this while project with one plan. Complete one section at a time and do phasing. See how well it works and start the next phase. The plans say this will take up to 20 years for completion. See how well it works and start the next stage.

Thanks for addressing our concerns. I am not adverse to some changes, but remember you will have people buying up homes, putting in renters and not keeping the neighborhoods up. They will be waiting to tear the houses down. My quality and the quality of my neighbor's life will be at stake.

Sincerely,
Roger and Shirley Parker

Response:

General issues are discussed in more detail in the "Common themes of DEIS comments" section at the beginning of this chapter; specifically, in the "Request to phase zoning", "Property values and taxes", "Affordable housing", and "Eminent domain" sections, and with more specificity in Chapter 3.3.

From: Karen Beauchamp

Received: February 2, 2015

Planning Commission:

I am writing you to strongly urge and recommend that we slow down on this entire rezoning project. The whole project is moving way to fast not only to ensure things are done well the first time but too fast for the council to truly have researched the affects of the entire project. I moved to Shoreline in 1997 with my young son because of its warm family friendly neighborhoods, schools, parks, easy going flow and wasn't stuffed with large complexes, with condensed overcrowded roads where children cannot be near and be safe. I have worked long and hard to I have a nice home and community to reside in too lose it for what some people just think is progress.

Much of what I have read about the project does not have good detail of the after affects of such zoning, I have family and friends who live in and near the rezoning in the Northgate and Lynnwood 164th area and are very unhappy. They had many of the same concerns and have watched their community change not it good ways, crime increase, overcrowded roads, property value issues... the list goes on. How we plan to accommodate and assimilate these changes in our community can both benefit and hurt us, so doing it right the first time is key. Your plans say thing will not happen for some time years, maybe even a decade Then slow down to address as many concerns as possible, make compromises, work together as a team with the community. Look at taking a much more phased project plan and study/do the homework and see what results to other communities have been with like projects.

Huge housing projects around our parks is not the answer, town homes maybe – we want Shoreline to stay a close community. Condo's on busy roads where it make sense (corner 145/5th NE – 185th NE next to the freeway) but still not massive units like 164th that are nothing but an eye sore. 3 – 4 stories like 181/182nd and 15th NE that at least blend and do not cause such crazy influxes to our roads and schools. Where are we going to have rent controlled housing for our seniors, low income for families in need??? Where are the children going to go to school? They are already overcrowded, school buses, increased taxes to cover those costs.... Don't say it won't happen because it already has.

I understand we need to grow and completely agree that we need to change in order to do that but this is not the way. Please, please I urge you to move much slower, take more time to study the effects, scale back so we can keep the integrity of our community intact and people will want to move here rather than move out!

Thank you for your time!

Karen Beauchamp
Resident

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Why plan/zone now”, “Request to delay decision-making”, “Request to phase zoning”, and “Property values and taxes” sections.

From: Karen Gilbertson**Received: February 2, 2015**

Please slow down on the 145th plan. It's too MUCH, too SOON!

As I heard from a council person at a late 2014 Monday meeting, "that we all know that Plan 1 is NOT an option", well THAT was a very inconsiderate comment. As more citizens become informed and have strong opinions, they are liking Plan 1!!! We live here NOW and want and like/love our single family homes! It seems that this aggressive pushy growth has very little consideration of those of us HERE and NOW!

The February 23rd meeting has both the 185th and the 145th in the agenda. IT'S TOO MUCH! One subject, NOT THESE TWO, is enough for that evening!

Please move the 185th decision to a later date.

Thank you,
Karen Gilbertson

Response:

General substantive issues that are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Why plan/zone now”, “Request to delay decision-making”, and “Growth management and sustainability” sections.

From: Richard (Dick) Libby

Received: February 2, 2015

As a Shoreline resident I am opposed to radical rezone in Shoreline and request that Shoreline planners and city council members consider the following:

- 1 – a radical rezone would cause high density and harm the liveability of Shoreline;
- 2 - pressure from Sound Transit (an unelected entity) is based on questionable assumptions about the popularity of light rail (small electric cars within 10 years could easily make light rail uneconomical and unfeasible);
- 3 - the Growth Management Act does not mandate growth levels, and was never intended to be a basis for a radical upzone;
- 4 - it is undemocratic for a small number of city officials/developers to enact radical rezone with minor citizen input; zoning changes have a dramatic impact on a community and should be decided by a public election;
- 5 – light rail could not handle the high volume of high density.

Since the issue of zoning is so critically important to Shoreline, I urge you to go slowly in considering this potential change. Do not let Sound Transit cause a rush to judgment. Many have chosen to live in Shoreline because we do not have high density and all the repercussions it would have for infrastructure (roads, schools, public services like fire dept., water demands, etc.).

Please distribute this e-mail to all members of the Planning Commission, and all City Council members. Thank you.

Sincerely,
Dick Libby
(MA, Public Administration, George Washington University)

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to delay decision-making”, “Cars and parking”, and “Growth management and sustainability” sections.

From: Steve Schneider

Received: February 2, 2015

Slow down the 185th and 145th subarea plans. There are lots of mistakes in the DEIS. There is no reason to make a decision this month. We need 6-12 months more of discussions and feedback. There are many people affected that do not know what is going on with this rezone. The city need to send out more flyers regarding the rezones.

WHAT IS THE RUSH??? After all the light rail will not be here for 10-12 yrs.

Thanks, Steve

Response:

The City Council amended the adoption schedule.

From: Ginny Scantlebury

Received: February 2, 2015

Please slow down the process of choosing a 145th subarea rezoning plan because residents still have many questions about the future value of their properties and how this will dramatically change the entire character of their neighborhoods. Also, it will not work to discuss 145th and 185th Light Rail projects on the same night - Feb 23.
Ginny Scantlebury

Response:

The City Council amended the adoption schedule.

From: Dave Lange

Received: February 2, 2015

Please preserve the concept of setbacks on the sides and back of the lot, I would recommend 5 feet for each difference in zoning level, but it would be best if developers buy an extra lot and leaves it undeveloped (paved or grassed) when the affected lot is a single home.

Current drafts indicate the setbacks are still true when a new MUR is next to an existing R-4/R-6, but nothing is said between a new MUR and a single family house in a newly zoned MUR.

If it is important for cars and pedestrians walking past on the street it is at least as important for the owner of the property next to the development. Shoreline is also dependent on the setbacks to provide access to the back easement since there are locations where no alley exists. This comment should be added to the 145th Street DEIS.

From: Dave Lange

Received: February 3, 2015

We have a concern that previous multifamily buildings in Shoreline have caused parking problems in the surrounding neighborhood with no apparent recourse. We are now hearing that the city will start negotiating developer agreements that could include reduced parking in new structures. In the past parking problems were caused by new development where the city was only a permitting body. Thankfully the city is going to increase its apparent responsibility for street parking problems with these developer agreements. First, the City and Developers should be ready to provide, if necessary, parking permits for residents in those famous half mile radii. Residents in MUR 85 structures should get permits for inside the building parking only. Secondly post restricted parking times for non-permits and actively patrol. This will actually help the city track parking problems in the new subareas of our city. Thirdly Shoreline police should invest in a number of tire locks (for parking enforcement) and be ready to use them. We shouldn't be providing long term and game day parking in the neighborhoods around our station like some other Sound Transit stations. This comment should be added to the 145th Street DEIS.

From: Dave Lange

Received: February 4, 2015

This Green Network and sidewalk content is to be included in the comments for the Draft EIS for the 145th street subarea currently before the Planning Commission.

The maps of alternative 3 are showing part of the Green Network along 8th Ave NE and the same maps are showing this zoned MUR-85+. My understanding is MUR 85+excludes tree replacement rules and has no restrictions about cutting existing trees. Besides a little patch of dirt and a couple of young saplings MUR 85+ won't be a natural green. I would like to see the draft updated before it goes to Council with separate areas for MUR 85+ density and the remaining Green Network.

Early restrictions about not paving driveways to the street have not been enforced recently. The white lines on the sides of 8th Avenue NE are used as the local sidewalk, but have never been marked as such. The intent for this designation can be seen at the parking area on 8th Avenue NE on the west side of Paramount Park where the south-end of the sidewalk lines up with the white stripe. Parking should be permitted off-pavement, but because the sidewalk area is unmarked, an increasing number of cars are parking on-pavement. A New gas substation is in the path of a sidewalk on the south side of 148th NE Street and 2 businesses in the area along with other residences have created parking areas along the front of the home that are useless if sidewalks are created back from the street. Attempts to move the sidewalk off of the street will increase the number of cars using on-pavement parking.

Dave Lange, Owner and Resident

From: Dave Lange

Received: February 4, 2015

The current residents are a mix of renters and owners, short- and long-term residents, many enjoying the lower prices, a lack of association requirements and large spaces for gardens, pet runs, urban farming, wildlife areas and space for cars and businesses. Many have left Seattle neighborhoods to take advantage of the single lots in Shoreline. Sound Transit has been introducing their future of light rail, and a number of neighbors have planned to take advantage of this opportunity, coming to this area but without embracing an Optimized for Transit Area.

The Shoreline City website says the City is working with Sound Transit to evaluate the redevelopment potential of large parcels in the light rail station areas and previously in the Shoreline City Council Summary Minutes of the Business Meeting on Sept 15, 2014. Page 4 it says [The mayor summarized] also has a legal mandate to support transit and a responsibility to the community. I would like to comment on this in regards of the 145th Street Station sub plan.

While the Cover Letter of the Otak, Inc., 2015. 145th Street Station Subarea Planned Action Draft Environmental Impact Statement, January, Shoreline, WA. Prepared for the City of Shoreline, Washington, “implements Shoreline’s 2012 Comprehensive Plan goals and policies....” The following quotes show the City isn’t balancing its Land Use plans with its Housing plans from the current Comprehensive Plan (Adopted Dec 10, 2012). Housing Element 3, it quotes from the GMA “Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and encourage preservation of existing housing stock”. Note this doesn’t favor the elimination of single family homes or adding multiunit towers.

Under Housing Goals (Page 39) the first goal is to “Provide sufficient development capacity to accommodate the 20 year growth forecast and promote other goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and storm water treatment through redevelopment.” This indicates that density should increase as you approach an arterial and should scale back as you get further into a neighborhood.

Under Housing Goals (Page 40) the fifth goal is to: “Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.” [This goal is also mentioned in the Planning Commission Agenda Aug 7 2014 p4].

Under Housing Policies (Page 40) the second policy is to “provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.” Instead of locating a station at 165th NE Street and 5th Ave NE or 145th NE Street and 15th Ave NE both with a mixture of businesses and multifamily units, the city is changing the zoning to multiuse for a number of existing residential neighborhoods which is backwards from its current policies. It has pushed for MUR-85+ on the large tracts around the 185th Street Station and is now proposing this zoning for aggregated individual lots around the 145th Street Station.

Under Housing Policies (page 40) the third policy is to “encourage infill development on vacant or underutilized sites.” The introduction on page 39, also mentions “create market demand for housing styles other than a single-family home on a large lot.” We should use market demand to buy single-family homes on larger lots for a better use or unused commercial property near Central Market and Sears, but we shouldn’t regulate and otherwise create negative investments for existing residential home owners in established neighborhoods. The planning commission is to be complimented for its decision on the 185th Street Station to recognize single family as a permitted use and removing the restriction of no more than 10% increase in building size as a good step.

If the quotes don’t apply to our neighborhoods around the future transit area and the TOA subareas are considered a community renewal, the owners should have been given a choice for a buyout. Either the phrases from the comprehensive plan are for all of the neighborhoods in Shoreline or you had the governmental mandate of eminent domain to change the role of these neighborhoods before creating these special subareas.

Many of the comments I have heard about this process are the expected randomness of the development. Changing the zoning on vast tracts of land and hoping for change will not benefit the current owners, neighbors, or the city. If you want to avoid a resident’s rebellion you should re-think the alternatives and find ways to preserve home values while avoiding blight. Given the private ownership in the subareas, it will be hard to create blocks of density that don’t look like grizzlies among the rabbits. Temporarily restricting potential excessive height and growth will create a blend of use and appearance while increasing density. Phasing growth on North/South streets

along with the Aurora Square and 145th NE Corridor initiatives will successfully bring forward sewer and water replacement projects that could block future growth on a more random basis.

None of this growth will occur if owners are trapped in their homes unable to leave because of underwater mortgages and developer offers that are priced only on land value and home removal. Future appraisals will impact sales and loans when real estate comps are drawn from these developer purchases.

Trying to balance the idea of blending with the neighborhood and pushing density toward arterials (which makes transit more effective) there is an intermediate step that will help keep the current schedule on track and is more likely to keep the peace. There is also the concept that walking to the station should not be just a privilege for multifamily residents. Around the station, any open ground level parking lots will be used by renters that should be there, but also by commuters (assuming Sound Transit doesn't provide enough parking); however, placing parking within buildings will tend to keep commuters out.

Create a MUR 65 area within the station block and across the street from it (on East and North sides), heading north finish the blocks facing the 5th Ave NE arterial with MUR 45 and use MUR 35 zoning for the blocks between 6th Ave NE, 8th Ave NE and 10th Ave NE and related side streets.

Unless trumped by the outcome of the 145th NE Street Corridor study declare MUR 65 on both sides of the freeway on 145th NE Street from 15th to Aurora and use MUR 45 along the 155th NE Street arterial from 15th Ave NE to 1st Ave N. For the west side of I-5 use a similar pattern with MUR 65 around any pedestrian bridge ends and MUR 45 for the blocks facing 1st Ave N and Meridian and MUR 35 for the infill areas. This avoids putting a 12 story landmark (MUR 85+) in the middle of a residential area in 10 years and then 5 years later regretting that it wasn't located somewhere else.

Add more MUR 85+ on the 15th Ave NE arterial which has a lot of multifamily already. Create a showcase for Shoreline's Green Network of streets away from the MUR 85+. Use the intersection of 15th Ave NE and 145th NE Street, North City and the Aurora Square project to grow more density along arterials.

Shoreline needs to link its commercial zones with its density zones so someone could actually live Transit Oriented. Jumping to create density with every new transit initiative is a losing battle. Set expectations to increase the density and heights in this area and extending up to 165th NE Street after jobs, transit and infrastructure have been created for the next phase of growth. This keeps MUR 85+ in existing multifamily areas (or large tracks of repurposed land in Aurora Square) near commercial for the immediate future. Dave Lange, again.

Response to February 2, 3, and 4 comment submittals:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to phase zoning”, “Cars and parking”, “Affordable housing”, and “Growth management and sustainability”, “Property values and taxes”, and “Eminent Domain” sections. Specific information about traffic, parking, and housing can be found in the Chapters 3.2 and 3.3, and the concept of phased zoning is addressed through the FEIS.

From: Cathy Floit and Steve Schneider**Received: February 3, 2015**

COMMENTS/OBJECTIONS RE 145TH STATION REZONE

Thank you for giving us this opportunity to comment on the proposed 145th Station Rezone. Our objections echo and add to those of our neighbors.

A Few Words About Our Neighborhood

First, our home, this neighborhood, is our sanctuary. It provides a sense of well-being, of belonging to a community, of peace in a stressful world. The proposed alternatives threaten our sanctuary.

* Our neighborhood is diverse, and I love this diversity! I can't claim ethnic diversity, but in our circle alone we have young families with and without kids, working couples, retired folks, singles, single working mothers, self employed persons and those on disability. I question the viability of this diversity under the proposed alternatives.

* Our neighborhood is affordable! Our circle is probably 95% owner occupied, even with the diversity described above. My sister living in Lynnwood pays several hundred dollars per month more for a 2 bedroom apartment than Steve and I pay for our 4 bedroom house. I wonder what the owners of new apartment buildings or condos will charge their tenants? Undoubtedly more than our current mortgage and more than most current residents and others like us could afford. On the other hand, we support the idea of having low income housing, but we would not qualify for it.

* We are gardeners and lovers of our outdoor spaces! Steve and I frequent the farmers' markets in summer but we also enjoy growing some of our own vegetables and fruit, and as many flowers as possible. We need sunlight for that, as well as for our mental health. On

beautiful sunny days our streets are full of neighbors walking or running, pushing strollers with babies, walking pets, riding bikes. The thought of walls of multi-story buildings blocking the sun and penning us in is utterly depressing.

In addition, we love our parks, the trees, and the amazing wildlife we can find in our city. Steve has photographed a myriad of birds visiting our backyard, including bald eagles, sharp shinned and cooper's hawks, barred owls, pileated woodpeckers, red-breasted sapsuckers, and many smaller birds, including hummingbirds. Don't take that away from us!

Objections in General

I was astonished to read in the Feb. 3 edition of the Shoreline Area News that:
City staff say they are hearing three themes from citizens regarding the rezone plans:

People, particularly younger citizens, are excited about light rail, and looking forward to greater density and the prospect of being able to bike and walk to coffee shops, and shopping.

Older people who bought starter homes 40 years ago are seeing a time when they will not be able to live in their homes because of mobility issues and health. They want to be able to get the most money out of their property to pay for their future expenses.

People who are excited about light rail but hate change.

We, and many neighbors, have expressed a different point of view that the staff has evidently failed to understand. Some of us are in favor of thoughtful and slow, limited and phased rezoning that does not destroy the character of the community we love. We think the area should remain predominantly single family detached. Steve and I are both over 60 years old, and we do not plan to ever move. Frankly we resent being lumped into the third category noted above.

It's critical to keep in mind what is being proposed: a "Planned Action Ordinance" and a 145th Street Station Subarea Plan. Once the Ordinance is adopted, future projects consistent with the planned action "would not be subject to further environmental review under SEPA, because of the extent of environmental analysis already provided in this EIS." Fact Sheet, p.2. A planned action therefore presupposes that the initial environmental review is thorough and sufficient. It is not.

In fact, the environmental review fails in fundamental ways.

The DEIS concludes in several sections that no significant unavoidable adverse impacts would be anticipated in part because incremental growth will allow the City to monitor and address the impacts over time. See p. 1-15 (Summary); p. 3-96 (population and housing); p. 3-146 (transportation); 3-165 (surface water); p. 3-188 (parks, open space, etc.); p. 3-193 (public schools); 3-200 (police); p. 3-203 (solid

waste); p. 3-206 (other public services and facilities); p. 3-239 (utilities). This type of analysis is inappropriate when the planned action process is intended to limit future review of environmental impacts because the initial review is thorough. What we have is a review of guessing and which punts the problems into the future.

Moreover, there is no way to determine that the growth will be slow or incremental. And, where is the guarantee that the City will have the will to respond to future adverse impacts, or that it will have the funds? Indeed, the DEIS acknowledges that "funding for improvements to serve growth is not secured." p. 1-15.

Specific Impacts

We support the criticisms voiced on many occasions about inadequate review and mitigation of traffic, parking, surface water runoff, and other issues. We would like to emphasize a few points in our comments.

Traffic and Parking

We welcome the light rail, but have no intention of giving up our car. We sometimes take the bus when we go downtown for concerts or games, but we need that car. We are hikers and must get to those trailheads in the Cascades and Olympics. Others in the neighborhood fish or enjoy boating. Some of us still go out to the movies. Even if there is a coffee shop in the area I doubt many people will shop by light rail since you have to carry whatever you purchase.

I'd like to know how many Shoreline officials plan to give up their cars because we have light rail?

The impacts of increased traffic are not adequately addressed. Obviously the light rail is designed to bring in commuters from surrounding neighborhoods, which will increase the congestion on our streets and impact the neighborhood's safety. How can our simple enjoyment of where we live continue with the massive increase in traffic?

With respect to rental unit parking, rather than merely requiring .75 parking spaces per unit, at least 1.0 space should be required per unit, and the space should be included in the rent. If not included, people will park in the street rather than pay the extra money charged for a space. I think the reality is that most households have more than one car.

Density and Height

The density and height proposals in both alternatives are too great for this neighborhood. The impacts on the quality of life of existing residents would be too severe.

Recommendations

We recommend the planning commission reject both alternatives as proposed.

The unknowns are too critical to proceed as the alternatives propose. As the DEIS notes, "funding for improvements to serve growth is not secured." p. 1-15. We believe it is vastly better to go slowly and adapt to changing economic times and changing populations rather than jump in with a massive project everyone might regret. Phased zoning can respond to the realities on the ground, rather than to "projections". In fact, one of the stated Objectives of the proposal is for a "phased program for change that is compatible with the community's vision for the subarea." p. 1-7.

The Planning Commission should develop another alternative with a smaller rezone area and with phased rezoning to be reexamined at intervals.

The process should be slowed down.

- * We heard at the February 2 council meeting that the vote regarding a preferred alternative will not occur on February 5. Logically, the Planning Commission should delay that vote until after the close of the comment period.
- * Sound Transit is evidently releasing its FEIS in April. Isn't that a critical document to include in Shoreline's review?

Conclusion

Thank you for giving serious consideration to our concerns and objections.

Please add our comments to the public record.

Cathy Floit and Steve Schneider

From: Cathy Floit and Steve Schneider

Received: February 19, 2015

Here are a few additional comments to supplement the letter we filed earlier; please add these comments to the record as well.

Although we support light rail, the zoning proposals are too large, both in scope and in building height. We are in favor of thoughtful and slow, limited and phased rezoning that does not destroy the character of the community we love. We think the area should remain predominantly single family detached.

We recommend a very limited initial rezone of the area immediately around the light rail station. A massive rezone could force out many middle class residents, and those who are nearing the end of their wage earning years. We could not afford the apartments and condos the City seems to want, and we would not qualify for low income housing. We want to preserve our quality of life in the homes we love.

Planning for the future is all well and good, but you don't have a crystal ball and that future is unlikely to resemble that contemplated in the proposed rezones. The economy, technology, and modes of transportation will all undoubtedly evolve and the City must be able to respond rather than be locked in for decades to plans made today.

Engaging in forward thinking for the community is a laudable effort. However, we live here now! We count, and you should not ignore us.

Response to February 3 and 19 comment submittals:

General substantive issues that are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to delay decision-making”, “Request to phase zoning”, “Cars and parking”, “Affordable housing”, and “Growth management and sustainability” sections. Specific information about parking can be found in the Chapter 3.3 and the concept of phased zoning is addressed through the FEIS.

From: Kathy Giles

Received: February 4, 2015

As a member of the 145th Station Citizens Committee, I would like to provide feedback to you about the light rail station plans that are being considered for 145th St. I would request that this feedback become part of the public record.

First, I would like to make clear that I am eager to see public transportation expansion and improvements in the Seattle metro area. I have lived in the Ridgecrest neighborhood for over 25 years and find that I prefer to use public transportation options over driving my car for trips into Seattle. Given that, I'm excited to see light rail coming to Shoreline.

However, I have concerns about some of the plans. These are my concerns about the plans that are being considered:

I would like to see both Alternative 2 and Alternative 3 limit heights to no more than MUR-45. In Alternative 3 – Compact Community, allowing 85' heights for several blocks with a jump to MUR-45 or MUR-35 does not seem to demonstrate an attempt to gracefully transition building heights in the neighborhood to sit next to blocks of single family residences within a short half-mile.

I would like to see zoning changes be phased rather than be implemented all at once. If indeed we should expect some of the anticipated housing changes to take 20 years or more to materialize, and given the complexity and unknowns about the 145th Corridor Master Plan and schedule for implementing those modifications, we perhaps can build in a more gradual process of change.

Thank you for your consideration.

Kathy Giles, member, 145SCC

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Factors that influenced potential zoning scenarios” and “Request to phase zoning” sections.

From: Heather Secrist, PhD, NCSP

Received: February 4, 2015

Dear Members of the Planning Commission,

My name is Dr. Heather E. Murphy Secrist and I live at 16731 8th Ave NE. I moved to Shoreline in 2010 as my husband and I were purchasing our first home. A lot of time and thought went into where we would buy our house because we wanted to pick a place where we would want to stay, raise a family, and turn a house into a home. At the time, I was working for Shoreline School District and knew that it would be an excellent location for having children because of the outstanding schools. Shoreline was also an affordable place to live because at the time my husband was still in school, and again, I was working for the school district and being paid on the teacher's salary scale. Knowing that Shoreline was where we wanted to live was just the beginning, because although Shoreline is not a large city by any means, there are many great neighborhoods to choose from. The Ridgecrest neighborhood stole our hearts with its friendly, family appeal, parks, movie theater, local coffee shop, and wide streets with plenty of parking. It had all the benefits of a small town, while still being right next door to the big city of Seattle.

I love Seattle, and I am very excited to have the Light Rail come and make it easy to get to Seattle for dinner, a concert, or some other event because as it stands right now, I hate driving into downtown because of the traffic and lack of parking. I am not at all against the Light Rail, and when I saw the flyers that were being sent out I read them and threw them away, thinking it sounded great, and why would I need to go to a meeting. The flyers said that this would affect where I lived, but the flyers never really expressed how things would change. I imagine that this is what happened with many of my neighbors. It was only when my husband decided to do a walking tour with a person from the planning commission that I began to understand what this all was about, and then started to attend the meetings just last Fall.

While attending the meetings, I was shocked to see the plans for rezoning our city. I couldn't believe that the plan was to take our lovely, small town feeling home and turn it into the next big city with giant high rises up to 7 stories tall. That is not why I chose to live here. I heard my fellow neighbors express similar feelings that we did not want this. Many people spoke about having options that were not as drastic as the zonings in Alternative 2 and Alternative 3. I heard many people say that they liked Alternative 1, with no changes. I heard a member of the planning commission respond to that by saying that Alternative 1 would not work because the Light Rail will bring change. To that I say, ok, change is coming, but why are we laying out the red carpet for it. Just because the Light Rail will be in Shoreline, why do we have to make such huge, drastic rezones to the city all at once?

At the DEIS meeting I attended in January, I was quite disappointed to see a slide from the planning commission that was titled "What We Heard" and yet not have any of the information on that slide reflect how the citizens are feeling or the outcry that they are expressing. We are not people who fear change simply because it is change. We are people who have chosen to live in a city and fear planned changes that will destroy what we love about the city that we call home.

I have heard from many people, and I agree, that this rezoning should be done in a slower, more phased way. What is the rush? I sincerely hope that the commission this time will hear that we want slower phasing of these zones in order to ensure the best possible result in the end.

I have also heard from others, and I agree, that we need to be thinking about roads, traffic, and parking. Driving along 5th Ave at 5pm is already a headache, I shudder to think at what will happen when we bring in the proposed amounts of people who are going to fill these tall buildings. And what about parking? It is naïve to think that people will give up their cars just because they live next to the Light Rail. Our city and surrounding cities are not designed in such a way that once you step off the Light Rail you have adequate public transportation to easily get you to all the rest of the places that you need to go. People will still have their cars, and those cars will be on the road, and then will need a place to park.

I know a concern that was recently addressed at a city council meeting was the need for affordable housing in Shoreline. As I previously mentioned, I was able to buy my home in the Ridgecrest neighborhood on a salary that is within the range of income that the council is trying to address. This plan is not addressing those who are at or below the poverty line, and for the income level that is of concern; it is possible to find affordable housing currently in Shoreline.

I request that the planning commission please consider the concerns of the people who live here, people who are not acting out of an utter fear of change in general, but people who see huge, drastic, and rushed changes to the residential zones of the homes that they love. I love my home and I love this city, let's find a way to have the addition of the Light Rail be a positive addition, not a destructive force.

Please include this letter as part of the public record.

Heather Elise Murphy Secrist, PhD, NCSP

Response:

General substantive issues are discussed in more detail in the "Common themes of DEIS comments" section at the beginning of this chapter; specifically, in the "Factors that influenced potential zoning scenarios", "Why plan/zone now", "Request to delay decision-making", "Request to phase zoning", "Cars and parking", and "Affordable housing" sections. Specific information about transportation can be found in the Chapter 3.3, housing in 3.2, and the concept of phased zoning is addressed through the FEIS.

From: Larisa Sparling

Received: February 4, 2015

To Whom It May Concern:

I would like to offer feedback about the proposed rezone around the 145th Street Light Rail Station. I would like my comments to be part of the public record. My address is 843 NE 151st Street.

I am deeply concerned about the pace and scope of the proposed rezone. I agree that some density is called for in light of the Light Rail Station, however, it seems that the plans are being proposed for maximum density in 80 or 100 years, but there is little consideration for the people who live here now and for the next 10 or 20 years, and how such a massive rezone now, all at once, will affect our lives as members of the community now. Due to the scope of both this rezone and the one surrounding 185th Street, the impact of infrastructure

construction, large residential and commercial construction projects, and the phenomenal increase in density will severely negatively impact the quality of life for those who currently live in the neighborhood, especially due to the fact that there is no predictability.

I also am very concerned with the pace that this process is moving at. While I've attended several meetings and been involved, it is alarming to me how many people are unaware of this process, and the scope of this process. I also don't feel like the limited opportunities for public comment (15 minutes at some meetings), has been adequate to really understand how the community is feeling about this rezone. I think that most people agree with some rezone, but the pace of this process is such that it feels like I am being forced to quickly accept something that may be improved if there was adequate time to review and discuss as a community.

In general I agree with urban density and welcome the opportunity for a renewed investment in our community, however, I don't feel secure that the current process will protect the neighborhood from out-sized projects, or those that will simply not fit into the fabric of our community. I'm also deeply concerned about the impact on the environment and the surrounding communities (traffic, parking, storm water systems, sewers, water, electricity, etc.) of two massive areas of increased density that do not appear to have been studied together, despite the fact that they will clearly impact each other and the surrounding areas of the city.

History seems to indicate that though light Rail is planned for our area, there are many factors that could delay or stop it's construction (funding, political, etc.). I worry that a massive rezone is premature when construction has not even begun yet. Perhaps the rezone should be delayed until a more firm understanding of the timeline for light rail is known.

I've attended several meetings of concerned groups, and a phased approach to the rezone has been discussed. This seems like a good option that should be considered, as it will provide a much needed limit to the construction areas, isolating them to one area at a time. Also, such an approach would provide some predictability for current home owners, giving them a better chance to plan, and some protection against the blight that some are projecting will occur in our neighborhoods as developers collect lots.

Thank you for your consideration of my comments.

Sincerely,

Larisa Sparling

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Why plan/zone now”, “Request to delay decision-making”, “Request to phase zoning”, and “Cars and parking” sections. Specific information about traffic, parking, stormwater systems, sewers, water, and electricity can be found in the Chapters 3.3 and 3.7, and the concept of phased zoning is addressed through the FEIS.

From: Claudia Butler**Received: February 4, 2015**

Planning Commission Members:

I have been living in the 145th station subarea for the last 28 years and initially moved to Shoreline to enjoy the friendly neighborhood atmosphere, open spaces, what has been affordable housing for me, the character of single family housing and ability to get to know my neighbors. There also has been the benefit of convenient bus routes into downtown which I enjoy as I am able to walk to a bus stop and catch an express bus that takes me directly to work with no transfers downtown. When the City of Shoreline became incorporated I was pleased as I knew I would not find myself living in a much bigger and more congested city like Seattle. We have yards to be outdoors gardening, enjoy the peace and quiet away from congested streets and there is space for children to play safely. I had hoped to remain in my home after I retired as again, it would continue to provide affordable housing for my needs and a good quality of life.

However.

Things do change and growth happens. I realize that. The implementation of a light rail system is another important aspect of adding to our transportation system as a means to help control congestion on highways and streets which I support. I also understand it will help move more people into town to work or attend school rather than using cars on the already overloaded freeway. But I do not understand why the addition of a light rail train near I-5 and 145th translates into massive over development of our neighborhoods. And with the proposal of instant rezoning of not one but two large areas of our city. The DEIS really does not hold many answers to certain concerns I have about the proposed redesign added density and overblown building heights. It speaks to anticipated volume of growth in the next 50-90 years but that is a very long time away and many unpredictable events can happen along the way to alter that vision. It really does not speak as much about the first 10-30 years and how to afford the development of our utility systems, streets, storm drain systems, sidewalks, the addition of fire and police personnel, etc. In the first section of the DEIS it states that there is no secured funding for any on the improvements to accommodate growth.

As much as the hope is to have large numbers of residents close to the train station using the trains as a primary transportation source, I do not believe that is the whole picture. Cars will be in our future for many years to come. I take the bus 5 days a week but, weekends I need my car to run errands. During the week, I need a car to get to appointments in locations a train will not go near and I do not have the time in my working day necessary to deal with transfers to and from buses and still work. On weekends, I am out hiking or doing other outdoor activities a train will not allow me to do. Cannot get out to the mountains to snowshoe in the winter for example. People will need places to park these cars. Then there are the other commuters from areas in Shoreline that are further away and people will need to drive to the station to access it. If they drive and there is not adequate parking around the station all those cars will be in the neighborhoods. And if developers are not putting in adequate parking for the rentals they will build, there will be even more cars on neighborhood streets. There are proposals in the DEIS for additional transportation options to get people to the station but it is not clear to me how they will be paid for. Where for example will money be found from grants to develop alternate transportation options? Is that Federal and/or State? It's difficult to obtain money now for routine street repair let alone alternate transportation options.

Personally, I do not know what is attractive about any of the proposed building designs. All I see are large (3 -8 story) box like buildings being built in row upon row that will surround our open parks and cut the sunlight getting through to the area itself. The streets and parks will be more enclosed and claustrophobic feeling with again less light shining through. As many of these are expected to be rental units, this translates into people living in more confined spaces going to and from work without the opportunity to gather in a neighbor's yard and visit which is now an option in our single family residential neighborhoods. We have the opportunity to get to know each other which leads to more comfort and feeling of safety in my home environment. With the proposed buildings and more transient population of renters coming and going that sense of neighborhood and security becomes lost. What about the option of slowly phasing in the design proposals for adding new buildings?

What about rethinking what the community members who live here actually recommended when we were asked at the initial design meetings to suggest what we felt would fit in our area? At that time every group that met suggested no buildings higher than 5 stories closest to the train station then phase down to 3 story buildings in the neighborhoods. The plans that were presented by planners came back and looked nothing like what the residents wanted. They are all overgrown with 6-8 story buildings surrounding 3-5 story buildings in the center of the neighborhoods. With no opportunity to maintain zoning for single family homes. Phasing in the rezoning as we see what actually happens with population growth rather than automatically assuming projected numbers will appear. I understand what is being told to us about the fact the "do nothing alternative" does not meet federal, state, regional, etc growth needs but I still do not believe the massive density being proposed in the other two alternatives is necessary. There must be another way to compromise on the design that would accommodate a more moderate increase in density but maintain more of the neighborhood character and diversity with its more open, safer and comfortable feeling. It would also give homeowners an opportunity to see what would happen and make more informed decisions about what they feel they need to do in the future.

What is the big rush to push all these decisions through on such a fast time line? Why does the Council feel the need to settle on a final design alternative by June 2015? We will not have a train for another 9-10 years and the DEIS does not really indicate how we will be paying for all the infrastructure changes needed to support the massive development that is proposed. It is not clear what the economy will be like over time and if the economy falters again there may not be grant monies mentioned in the DEIS for example as one source of funding to help pay for infrastructure changes. It seem phasing changes in over time could be a more realistic way to adjust to any unexpected economic swings. This rather than starting off with the bigger more massive changes over shorter time periods. Or on the other hand, if we start developing and the anticipated population development does not materialize, how to we pay to deal with potentially large underutilized buildings that could become nothing more than eyesores? It seems there could be a slower more thoughtful process. It would also be helpful for the community to have additional time to respond to the DEIS study and engage in dialogue with the City Council and Planning Commission. One month is very short given the large amount of information and terminology that one is not familiar with. It would be nice to have additional time to understand what I am expected to respond to and what it all means for our future. Is it possible to allow an additional month for community response? Could the response date be by March 17th instead of February 17th? The City Council and Planning Commission members have had many months to become familiar to the terminology and concepts detailed in the report. What is the difficulty with not deciding on the final alternative design plan until this time next year for example?

Please add these comments to the public record.

Thank you for consideration of these questions/comments.

Claudia Butler

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Factors the influenced potential zoning scenarios”, “Why plan/zone now”, “Request to delay decision-making”, “Request to phase zoning”, “Cars and parking”, “Affordable housing”, and “Growth management and sustainability” sections. The potential to phase zoning is specifically analyzed throughout the FEIS.

From: Lauren McLane

Received: February 4, 2015

Dear Sir or Madam:

I would like to offer feedback about the proposed rezone around the 145th Street Light Rail Station. Please make my comments part of the public record. My address is 843 NE 151st Street.

Primarily, I am concerned about the pace and scope of the proposed rezone. I agree that some density is called for in light of the Light Rail Station; however, I believe that little to no consideration is being given to those who will be living through the rezone and who are on the "10-20 year plan" as opposed to those who will be living in our evolved community on the "80-100 year plan." This proposed rezone will deeply affect our lives as members of the community now. The scope of both this rezone and the one surrounding 185th Street will surely impact the quality of life for those who currently live in the neighborhood, especially due to the fact that there is absolutely no predictability.

Additionally, and perhaps even more significant, I am also extremely concerned about the pace for this process. I am a busy attorney and have not yet had the opportunity to make the community meetings; however, my street has bound together and attended these meetings, and then reported back to one another. My partner regularly appears at the meetings on our household's behalf. From these informed reports that I am receiving, it is alarming how many people are unaware of this process and the scope of this process.

In general, both my partner and I agree with urban density. Nevertheless, I second her comments that she has shared with you in a separate email that, "I don't feel secure that the current process will protect the neighborhood from out-sized projects, or those that will simply not fit into the fabric of our community. I'm also deeply concerned about the impact on the environment and the surrounding communities (traffic, parking, storm water systems, sewers, water, electricity, etc.) of two massive areas of increased density that do not appear to have been studied together, despite the fact that they will clearly impact each other and the surrounding areas of the city."

Concerned citizens in the affected areas have held community outreach meetings on this topic and have discussed alternative approaches. Specifically, a phased approach to the rezone has been discussed. This seems like a more appropriate option that should be given careful thought and consideration.

Thank you for your time, Lauren McLane

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Why plan/zone now”, “Request to delay decision-making”, and “Request to phase zoning” sections.

From: Sarah Jaynes

Received: February 4, 2015

I am concerned that the station areas rezoning are not taking a holistic view. It appears planning is being done in Shoreline in a piecemeal approach. A 1000 units to be added in Aurora Village, 3000 with Point Wells and thousands more around 185th and 145th. The impacts are not being looked at as a conglomerate but as individual cases. What happens when all these projects get a green light and development starts? Shoreline is not that big. What is going to happen with schools, utilities, infrastructure, etc when growth gets out of control and they can't keep up? I grew up in Issaquah so I have some idea. The classrooms will get overcrowded and many classes will be moved to overflow trailers. The traffic will get horrendous and it could take you an hour to get a couple miles sometimes. Growth wasn't controlled and the citizens and the city suffered. I saw recently that Ballard's urban village residential growth already exceeds the 2024 growth target by 317% including issued permits. With the units already built the growth target has been exceeded by 206%. What if the numbers you are using to plan are as off as they are for the planners in Ballard? Ballard isn't the exception either. Many Seattle neighborhood growth projections are off. What if your 125 year plan is actually a 30 year plan? How is Shoreline going to maintain a similar quality of life and services to its citizens?

With regards to the 145th station do you have any idea what Seattle is planning? What if they plan for similar extreme rezoning? Any projections or studies you are basing your decisions on would already be obsolete before they've even been done. I know you've heard it hundreds of times but these rezoning plans are moving too fast. Hope for the best but plan for the worst and that takes time. Shoreline needs to be working in partnership with Seattle and other areas. Shoreline is just one piece of a larger puzzle and we need to figure out how we fit in it.

Additionally, I know you really want Shoreline to be just like Seattle but no matter how dense you make Shoreline we will never be as big as Seattle. I understand annexing 145th would make decision making easier but let's face it Seattle has deeper pockets and needs to pay their fair share for road improvements.

Finally, I believe the zoning changes proposed for 145th Street and 185th Street station areas are too extreme. A more moderate approach should be taken based on community needs and feedback.

Thank you,
Sarah Jaynes

Response:

This FEIS studies potential impacts and mitigations of multiple zoning scenarios and phased approaches of all growth scenarios with regard to schools, utilities, infrastructure, etc. As to your question about Seattle's plans for area south of 145th Street, this is comprised of large, stable land uses, including Jackson Park and Lakeside School, so there is no indication that these uses are proposed to change in the foreseeable future.

From: Robin Lombard**Received: February 4, 2015**

Members of the Planning Commission,

My name is Robin Lombard and live at 2316 N.147th Street (slightly more than ¼ mile from the proposed 145th street station). I love my neighborhood and my neighbors. I do not want to move. I welcome light rail and I understand the need to provide affordable housing and to create a walkable neighborhood around the station. I believe we can do that with careful planning – but gradually, over many decades.

My main feedback on the DEIS and station area plan is that it has a lot of detail about what things will be like in 60-100 years. However, I think what we're missing are the milestones in between now and then, especially the near term milestones. We have an end vision, but not a series of steps to get there. I believe we need a solid plan in each area to be ready for light rail in eight to nine years.

For example, what steps do we need to take now so that we are ready for the increase in traffic that we will see as soon as the station opens in 2023? When the station opens we will have a huge increase in traffic – no matter what the zoning is. I realize that 145th redevelopment is being handled by a different study, but we will suffer if we don't think through how to deal with very heavy traffic on 5th Avenue, 155th, and 145th plus a number of other secondary streets.

Up to this point much of the discussion has focused on the re-zoning of land. I still don't understand why that has to happen this June – as the DEIS states, we don't expect a full build-out for 60-100 years. Instead, why not focus on what steps can we take over the next 10-20 years to ensure a smooth transition of the area around the station from single-family homes to a mix of transit-oriented development? Can

we phase in zoning? That would provide more certainty for homeowners, and allows for a gradual transition. I would love to see a plan that ties phased development to a series of milestones that includes road and utility improvements.

Finally, thanks for your service to our community. Until I started coming to the planning commission meetings I had no idea how much work and responsibility you have. You have the future of our station area in your hands. I trust you to balance all the facts and opinions and make decisions that are in the best interest of the city and its citizens.

Please include this letter as part of the public record.

Respectfully,
Robin Lombard

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Why plan/zone now”, “Request to delay decision-making”, and “Request to phase zoning” sections. Regarding your feedback about near-term (10-20 years) versus build-out timeframes, the FEIS analyzes potential impacts and identifies mitigations for both.

From: Fran Chambers

Sent: February 5, 2015

My name is Fran Chambers, I live at 160th and 10th NE. I would like to go on record echoing the attached letter from Robin Lombard. I would like to add that if in the 1950's when I-5 was in the planning phases, the rail system had been included, none of this would be necessary. The point being...do not get ahead of yourselves by leaving out the major impact steps which could avoid the gridlock which WILL occur.

Thank you, Fran

Response:

A response to this letter is included later in this chapter.

From: Jeff Eisenbrey

Received: February 5, 2015

“The change in property value due to zoning is known as option value. This externality may or may not be positive. To account for changes in option value, good government must know specifically how and by what magnitude land use zoning affects the option value of property.” Quoted from, “Effects of Zoning on Residential Option Value” Jonathan C. Young, Department of Economics, West Virginia University Business and Economics

To preface the remarks and questions that follow I wish you to know that, unlike developers, I already work sixty to seventy hours per week at a low wage. I have no staff. I have no lawyer, and I have no time. My neighbors, for the most part, are unable to make the commitment to stand up for themselves. Many of them have little more than their homes, whose appreciation in value is now very much at risk.

I am philosophically in favor of density, transit, low-income housing, and restoration of natural systems for storm water management, all of which are promised by the massive redevelopment proposed by the Shoreline City Council. But there are severe deleterious externalities inherent in growth that occurs: 1) with rapid upzoning, 2) when regulated by market forces. One need only read the New York Times and travel throughout the city of Seattle to see what occurs.

As an historian, I am a capable researcher, but I don’t have the luxury of hours to spend in the University of Washington library to become fully informed about the impacts of upzoning in single family residential neighborhoods. In my online research I find no precedent for drastic upzoning of large areas of single family housing except in the case of airport construction. The documents I *do* find leave me with the concerns, questions, and suggestions detailed below.

My greatest concern is for externalities associated with rapid growth. These include loss of property values, increased tax assessments, and erosion of quality of life. With thoughtful planning these effects can and should be both minimized and mitigated. Leaving the character of development to “market forces” treats residents of modest means and the homes into which they have invested their lives as no-account victims of a “natural” process of growth. As a city and a society we have to do better than social Darwinism. History may show us the way. **Aggregation Induced Blight** is the result of incomplete planning. It results when zoning encourages developers seek to acquire property at the lowest cost possible and then aggregate holdings over time. They take advantage of tax write-offs for years of losses on properties while seeking over a decade or more to join parcels and build large-scale projects. Property whose fate is to be demolished is neglected, depressing values for residents whose choices become limited and costly. Furthermore, out-scale multistory developments diminish livability in numerous ways that are easy to imagine.

Some steps that will minimize and mitigate adverse impacts are as follows:

- Limit the scale projects to one or two parcels. This discourages out-of-community developers whose immense resources allow longer time-scales to realize greater profits. Benefits accrue in the nature of businesses (locally owned/small business), the diversity and character of architecture, the responsiveness to changes in the neighborhood.
- Limit the time-frame for permit to completion of projects in order to discourage aggregation.
- Assess mitigation fees to secure the value of homes negatively impacted by development. Residents should be assisted in relocation to comparable homes.
- Municipal bonds could be sold, and county/state/federal funds may be available to establish a mitigation fund.
- Where large scale projects clearly serve the public interest, eminent domain may be the most just method of acquiring properties, but private profits must be strictly limited in these cases.

While common in Western Europe, there is little precedent in North America for protections from the negative impacts of planned growth. One noteworthy case is New Jersey, which instituted a Department of the Public Advocate, reconstituted in 2006. The department's top three priorities for reform at that time were as follows:

- limiting eminent domain for private redevelopment to truly blighted areas, as the State Constitution requires;
- making the redevelopment process fair and transparent so people receive clear notice and have a meaningful chance to defend their rights in court; and
- providing adequate compensation and relocation assistance so families that lose their homes can rent or buy safe, sound, and comparable replacement housing in their own communities. (2009 Rutgers Law Record)

In a case brought by developers, a 2007 landmark Supreme Court decision there reined in overzealous redevelopment plans. Research in this and similar cases argues against provoking residents' oppositions and legal challenges. Shoreline could become a model of humane upzoning development, but this will require imagination, patience, and political will.

A study entitled: "Cost-Benefit Analysis: Ethics and Problem Boundaries," examined the effects of conflict upon transit-related redevelopment planning in the Bay Area of California. I quote the abstract in full:

Conflicts enlarge the scope of the considerations that need to be addressed by program and project evaluations. The enlargement of a problem's boundaries may include shifts in the ethical premises used to assign values to the plan's indirect consequences. This review of the conflict generated by a Bay Area Rapid Transit System station's potential land-use impact shows how the relevant issues expand beyond the boundaries ordinarily set in cost-benefit evaluations, and involve reassessment of the ethical premises that should be applied when determining the relative value of alternative land-use plans.

In the vernacular, planners encountered vociferous opposition that required them to slow down and rethink their priorities. Another case study is the sixty years of planning and explosive growth in Toronto. It makes for some very interesting reading, which I'm guessing the Council and its planning department would find enlightening. The title tells the story, I think: "Smart Growth and Development Reality: The Difficult Co-ordination of Land Use and Transport Objectives." This, again, is from the abstract:

Findings highlight the difficulties of pursuing such policies due to the power of neighbourhood-based interests, disagreement among jurisdictions within the metropolitan region and changes in priorities and intervention capacity. The article ends with proposals that seek to enhance the possibility of transforming the structure and dynamics of cities in ways that are compatible with smart growth principles. With the information that I've found, I'm left to wonder if you are well served by your Planning Department staff. Rushing ahead with radical rezoning has the potential to turn our city into a war zone. The courts are an uncertain and expensive arena for the settling of "takings" issues, and some recent cases have been decided in favor of aggrieved property owners, as was seen in two cases in Minnesota: *McShane v. City of Faribault* [292 N.W.2d 253 (Minn. 1980)], and more recently in *DeCook v. Rochester Intern. Airport Joint Zoning Bd.* [796 N.W.2d 299 (Minn. 2011)]. **I believe there is a method that is more just, and more sane.**

I close with these questions that arise from the proposed rezoning surrounding the 145th street and 185th street Metro Transit Light Rail Stations:

- Where has a "Planned Action Process" for radical upzoning of this scale and degree change of density been carried out, and what lessons were learned there?
- Where has public opposition had a significant effect on the scope of redevelopment in a neighborhood with existing dense single-family housing.
- In the course of the decades approaching max "best" use, what is the course of property values in response to the introduction of large dev. blight?
- What is the tax structure you intend to apply and on what time frame?
- Will there be any Mitigation of negative economic and quality of life impacts upon residents who are unable to respond to growth?
- Who is choosing the winners and losers in this process? Will it be the "free market" and the corporations best able to take advantage of it?
- Will any attempt be made to preserve views from Paramount Park, as these are unique in all of the City of Shoreline and one of the chief amenities there?

Thank you for considering these remarks
Jeff Eisenbrey

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Property values and taxes” and “Eminent domain” sections. The City notes the commenter’s questions and opinions.

From: Michael and Stephanie Hill

Received: February 5, 2015

To Whom It May Concern:

We are writing with regard to the proposed rezoning for the 145th St. Light Rail Station. I would like this letter to be part of public record. My address is 831 NE 151st St.

We are homeowners in the Ridgecrest Neighborhood and our family (including 2 young children) will be directly impacted by the rezone decision. While we, and many others, are excited about the potential that the Light Rail redevelopment area has to offer on current and future residents’ accessibility to downtown and infrastructure enhancements that would improve our quality of life here, we are deeply concerned about the pace of decision making and scope of the high density proposals that are still being considered by the City Council and Planning Commission.

We have attended a number of the City Council and Planning Commission meetings that have explored the range of rezone density options that are still being considered and we strongly oppose the higher density option of MUR 85 because there has been no evidence that suggests that this is either appropriate for this area nor will it have a positive impact for current or future residents here (especially homeowners and families). It has also been clear at each of these meetings that citizens oppose massive, large scale rezone options and has urged the city to focus on smaller scale options. A vote now on a massive scale rezone would devastate this community and ruin the quality of life for us here while we try to live through constant degrees of construction and redevelopment. We love our city and have strong and long term investments in our community and urge you to consider this in your decision making.

I urge the Planning Commission to slow the pace of voting and be thoughtful of the people that currently live in the communities impacted by the rezone. Please focus your considerations on both the current, as well as future, residents that live here. A phased approach to the rezoning is not only fiscally responsible, but it will ensure that the City of Shoreline is constantly in a strong negotiating position to dictate

city goals and priorities, parameters for developers and other regional partners. The citizens of Shoreline will provide strong support for you on this.

The city of Shoreline has become increasingly popular for young professionals and families over the years and has a reputation for being affordable, safe, stable and family friendly. Excessive rezoning that includes high density rental developments would ruin the positive reputation that the City of Shoreline has worked hard to build in the region and dramatically alter the visual cohesiveness of the neighborhoods in the rezone area. A slow paced, phased, economically and environmentally sensitive approach to the redevelopment is the way to go.

Please feel free to contact us with any questions.

Sincerely,
Michael and Stephanie Hill

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to delay decision-making” and “Request to phase zoning” sections. The potential to phase zoning is analyzed throughout the FEIS.

From: Nancy Treibel

Received: February 5, 2015

Please slow down and think about the adverse results of immediate rezoning will do the current citizens of shoreline and all those who have been homeowners since the 1950’s and brand new homeowners in the last few years here in the single family, “starter homes as I heard we were called” in the 145th rezoning.

To answer some questions posed: Yes a lot of us want light rail. Yes we voted for light rail. Yes we have planned on helping pay for light rail through our taxes. AND Yes we know we will have to put up with not only the noisy sound panels we already have but also the noisy elevated rail cars to come

But No we do not want our life savings in our biggest asset, our houses, disappear with the immediate zoning because buyers are only looking for the value of the land. According to council members and planners, it will be at least ten or more years before developers are ready to build. For us, it will mean the loss of considerable future funds for retirement, health issues, and college educations for our younger families.

No we do not want a neighborhood that has to balance future loss of money with new roofs, watering lawns and trees, keeping up simple repairs or the worst having to abandon the property because making mortgage payments on a house of no value is quite senseless. This is how blight begins.

We choose to live in Shoreline or voted for the City of Shoreline way back when we were unincorporated King County. There are many, many issues to be resolved than just the rush to rezoning but the Financial Burden placed on the backs of 145th subarea residents is horrific.

Want to make all of Shoreline equal: Rezone the entire area and see if any other area is in agreement to the financial burden placed upon their homes.

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Why plan/zone now”, “Request to delay decision-making”, “Property values and taxes”, and “Growth management and sustainability” sections.

From: Shoreline Preservation Society, c/o Janet Way

Received: February 5, 2015

Dear Planning Commissioners, Council and Mr Szafran:

Shoreline Preservation Society is a WA State Non-Profit made up of people living in and around Shoreline who work to protect the environment and preserve the quality of life here. We request to be made a party of record on this matter with legal standing. We incorporate by reference all comments, documents and discussions in this and the 185th Station Area processes.

We are tonight providing preliminary comments in this hearing. SPS notes that we are doing additional research and reserve the right to provide additional information up until the Council action, taking note that this is a legislative matter.

We believe there will be significant adverse impacts to the environment from the massive rezones planned.

The “Planned Action” will leave residents who wish to give input on details not yet analyzed left out. New residents, who move here in the next years, will also have no rights to comment or play a part in the future growth. We urge the Planning Commission to reject this aspect of the proposal.

One statement from your DEIS on the 145th Station Area seems to sum up the attitude of the City towards the communities impacted by these proposals. From **Changes in Neighborhood Character** section of DEIS:

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.

Key areas still are not addressed and as yet are not properly covered in the DEIS. Most outstandingly the segregation of the environmental review between 145th and 185th. It as if they are in two separate time zones or another county. This is a very big flaw and must be addressed in the SEPA.

• **Cumulative Impacts on Traffic** from both Light Rail Station Areas –

Traffic impacts of the stations alone combined will have huge impacts on Shoreline. Any child could tell you that, and yet this is seemingly not studied in the DEIS. And the impacts with the proposed full buildouts is likely to be even more devastating.

• **Cumulative Impacts of on Infrastructure** for both Light Rail Station Areas –

It is pretty clear that in all of the documents that have been cluttering up the City Light Rail Station Area website, there is seemingly nothing that looks at the impacts that both Station areas have together on each other or the entire community. What will be the true cost of these cumulative upgrades to benefit all the development and who will pay for it?

- Drainage and stormwater runoff – Impacts to sensitive areas and salmonid streams
- Wastewater Utilities
- Water Utilities

- **Displacement** – What will be the impact on the existing community of displacement of a large number of residents? Where will they go? How will they pay for this impact to their families?
- **Blight** – The 145th Neighborhood in Ridgecrest is currently a healthy neighborhood of nearly 100% single-family homes. What is the potential for blight resulting from speculative development, transitions to rental property that will be imposed on these neighborhoods? The effect of spot development could subject both Light Rail Station Areas to blight. What will be the impact on property values and potential for homeowners to sell and buyers to get mortgages? This is not adequately addressed in conjunction with both large subareas and how that will impact the surrounding neighborhoods.
- **Open Space and Parks** – Parks and Open Space are a requirement with density in the Growth Management Act. And yet the provisions in the DEIS and the Preferred Alternatives for increasing or enhancing Open Space are very inadequate. Existing useable Open Space for current population is already inadequate, projected at 2,886 to 5,314 new residents as stated in the DEIS (pg-3-183). Only one new park is suggested to accommodate all of these new residents. Private open space is not a substitute for Public Open Space. There are numerous opportunities in the Station Area that could be utilized to provide more open space access and recreation.

Paramount Park Open Space is the largest remaining wetland and creek corridor left in the City and Thornton Creek Watershed. It must be protected and enhanced to increase wetland function. The neighborhoods surrounding it, which lay on wetland soils, should be reserved in R-6 to provide future locations to increase open space acquisition opportunities. A large wetland also exists along I-5 in the Light Rail corridor that should be acquired for Open Space. Also the 9th PI NE corridor is a bonafide liquefaction zone according to FEMA and City Emergency Mapping because of specific soil types. These areas are not suitable for denser development due to unstable soils and high water table.

Jackson Park Golf Course, which is a public course in across 145th St., It provides vistas and clean air and water assets along with the recreation and walking trail. This site is a tempting target for development and expansion of the Highway 523 corridor, as laid out in the Lander Economic Study. Impacts to this historic open space, just to accommodate density would be a tragedy.

“Over the long term, LCG sees Jackson Park Golf Course as a potential development opportunity site. Fewer Americans are playing golf every year, and by some reports, 300 golf courses around the county have closed in the past decade. While the City of Shoreline cannot control the future of this course, it should continue to monitor the site and be prepared to partner with Seattle in the event it becomes available for reuse in part or whole.”

A Green Street Grid has been proposed by community members, supported by Thornton Creek Alliance. This could provide valuable trail and natural drainage solutions and connect sections of these neighborhoods to light rail, but only if well designed.

- **Priority Habitat and Critical Areas Connectivity –**

The value of existing and under-protected Priority Habitat areas and their connecting stream corridors between both station areas has also not been identified for either Fish Habitat or other wildlife such as birdlife. The DEIS claims that existing regulations will adequately protect our parks and priority habitat areas. That is a big concern considering that these areas are already underserved and underfunded to protect water quality, prevent flooding and encourage returns of salmonids.

- **Emotional Impact to the Community –** Anxiety and distress suffered even now by thousands of resident vs supposed certainty? There is little certainty anticipated after this plan is completed. Anxiety and uncertainty of the future will loom over the residents of this single-family neighborhood for decades and the “market oriented” growth proceeds unchecked by any input from the community.

- **Salability of existing single-family homes?** Ability for buyers to obtain a **mortgage** in zones with “non-conforming use” labels?

- **Parking Impacts –** What has happened to neighbors along 12th NE with parking from apartment dwellers being a major aggravation is and example of what will replay over and over in the 145th Station Area if new multi-family dwellings do not have mandatory parking provided.

Overall, this proposal is too big, too much, too disorganized and the public is still left largely in the dark with this massive mistake for our community. We urge the Planning Commission to reject this Planned Action Rezone and Subarea and send it back to the drawing board. Remand to staff to come back with a much smaller footprint plan that protects the rights of this community and our community values.

Respectfully Submitted,

Janet Way, President
Shoreline Preservation Society

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to delay decision-making”, “Cars and parking”, and “Property values and taxes” sections. Cumulative impacts of both station subareas are incorporated into analysis throughout this FEIS. Many of your concerns about priority habitats will be addressed through the City’s Critical Areas regulations. Your concerns about acquisition of additional park and open spaces are being

considered through the update of the Parks, Recreation, and Open Space Master Plan. Specific information about traffic, parking, stormwater systems, sewers, water, open space, parks, and habitat and critical areas can be found in the Chapters 3.3, 3.4, 3.5, and 3.7 of the FEIS.

From: Jan Stewart

Received: February 5, 2015

To the Shoreline Planning Commission:

I live in the 145th Station Rezone Area. My immediate neighborhood, where I've lived since 1992, is just west of Paramount Park Open Space. It has become clear over the years that this area has been viewed as a development opportunity since the city began taking a look around after incorporation in 1995. This is particularly concerning since I live in a liquefaction zone, (according to maps provided to our neighborhood by city staff for emergency/disaster preparedness), so in my opinion putting in higher density where I live would be a pretty crazy idea, given that earthquakes are inevitable in this region.

We've had a variety of designations on city maps over the years. First we were referred to as a "Special Study Area". Then we were included as part of the SE Sub Area Plan – which by the way went as far west as 8th NE. Now that border has evidently been re-drawn (without notice) and we've been incorporated into the high density area surrounding the proposed 145th St. Station. These shifts and changes make it very difficult for me to trust city process. The following excerpt from the city's report for the SE Sub Area Plan, adopted just a few years ago in 2011, is one reason for my mistrust. (*my emphasis added)

*The plan is intended to provide **direction for the next 20 years**. Many things will change in that time period. By 2030, there will likely be a light rail stop near 145th St. and Interstate 5. New automotive technology may have transformed the fueling, design and maybe even necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve. **Yet while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance.***

Speaking of *paramount importance* - Paramount Park Open Space is a big reason why I love my neighborhood so much. Its trails connect different parts of the neighborhood, bringing neighbors together from everywhere surrounding it. This park is responsible for creating long-

lasting friendships and great memories, some of which were formed while actively preserving and enhancing the park's natural features and hydrology with projects over many years, beginning well before the City of Shoreline existed. The park's beautiful creek, ponds, wetlands, trees, vegetation and abundant wildlife provide all of us who walk throughout the park some respite from our busy lives. This place adds beauty to our community and, I believe, heightens awareness of and appreciation for living things. Because of all this, I think it's of *paramount importance* to actually plan for the huge increase in density in our future. The maps show no parks in the mix with all the higher density buildings and the DEIS seems to say "just trust us", (as I said, I'm struggling with the trust thing).

So, why not expand this right along with the increase in density? Why not do something wonderful for future generations? How about setting aside the entire area between 12th NE and 8th NE by retaining its R-6 zoning, and then as density increases, so can park and open space increase. After all, this area's wetland function will absolutely be needed during storm events with the increased surface water runoff expected from increased density. A longtime resident-neighbor, who has now passed away, remembered that at the time when 145th was a still an unpaved road, some areas along 15th NE that periodically flooded from storm water were actually pumped into what is now called Paramount Park Open Space. The water has to go somewhere...

People around here know each other and know the neighborhood history because people stay here or move back because they grew up here. We have big block parties where that history is shared. We have several generations of families here, some in the same house, some in neighboring houses. The turnover of houses is infrequent, but when new neighbors move in they are welcomed. We have many young families who love it here and are so thrilled to be able to afford a home, and have no plans for moving. Our modest homes *are* "affordable housing."

I favored the station being sited at 145th (even though closer to me) in part because I naively imagined that at 145th there would be fewer negative impacts on neighborhoods than the 155th Street location. Clearly I was wrong. The two preferred rezone options are extreme and very unsettling to say the least. It's a shock to see maps of all the homes in my wonderful neighborhood completely gone, and hard to not feel under threat. The cruelest part of this process may be that while we who live here are being asked for input, this re-development "plan" has nothing to do with us. This is not for us, rather for some nameless, faceless future population, and the developers who will benefit from building it.

Furthermore, the intense level of density being proposed by the city is not necessary to meet either GMA targets or Sound Transit requirements, and is in fact, unprecedented in its size and scale. This is very troubling. My concerns are compounded by this tremendous increase in Shoreline's density being concentrated only on the east side of our city, completely wiping out many well-loved neighborhoods with the combined rezone areas for both 185th and 145th. Together these rezone areas will have enormous impacts on everyone.

My neighborhood stories are not unique. How are so many thousands of us supposed to accept that our homes, our lives, are so expendable? And so urgently? Where are the protections (or mitigations) for us? I've not found them in the DEIS.

As I said when I wrote to the Planning Commission regarding the 185th Station Area rezone, I am not opposed to light rail, or the stations, or increased density, or economic growth if well planned. Leaving everything to market forces is not a plan. Development will be random, which is the opposite of a plan. The *market forces* approach will not protect the interests of homeowners. However, from what I've read so far, there will be plenty of incentives for developers. I ask that there be a reasonable balance. At this stage, the "plan" is definitely one-sided.

I would support a more reasonable, much smaller, scaled down rezoning option, including moderate, incremental, predictable (phased) upzoning via triggers such as having the station actually running, or utilities such as water/sewer infrastructure in place. Phasing will:

- Provide some benefit current homeowners during transition to higher densities
- Provide opportunities for city to observe how developments are working before expanding into larger area
- Discourage blight caused by random development within a large area
- Well defined increased park and open space to accommodate and keep pace with the increase in population, incorporating protection of trees and wildlife habitat as well as other benefits to the watershed with consideration of the topography, stream systems and other natural features.

Single Family Homes as a Conforming Use in all zoning designations. If single family homes become Non-conforming, it will:

- Discourage maintenance of houses, causing blight
- Be a disincentive to stay, effectively forcing people out
- Create problems for financing both for any minimal/allowed improvements and for prospective buyers. These vulnerable homeowners would definitely not have the decades to plan and make decisions as the city purports.

The DEIS acknowledges in the *Changes in Neighborhood Character* section, that: *Major areas of concern include how transitions in the character of the neighborhood, and physical transitions between different land uses, will be managed. And: 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.* Not only does the DEIS not even attempt to address these questions, it essentially says "tough!" Here's the statement: *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.*

It doesn't have to be this way. I believe it's the city's job to represent its citizens and do everything it can protect their interests. This is entirely possible. I will hold out hope that my trust will be restored.

Thank you for reading my very long letter and for considering my perspective. Thank you to each of the Commissioners for all your volunteer efforts on behalf of our Community.

Sincerely,
Jan Stewart

Response:

General substantive issues are discussed in more detail in the "Common themes of DEIS comments" section at the beginning of this chapter; specifically, in the "Request to phase zoning" and "Affordable housing" sections.

Thank you also for pointing out the overlapping boundaries of the Southeast Neighborhoods and 145th Street Station Subarea Plans. The City will remedy this potential inconsistency. Regarding your points about parks and natural hazards, these will be addressed through a couple of different avenues, but are also discussed in more detail in Chapters 3.4 and 3.5 of this FEIS. Concerns about building in liquefaction areas and wetlands will be handled through the City's revised Critical Areas regulations. The needs for new park and open space will be addressed through the update of the Parks, Recreation, and Open Space Plan.

From: Vicki Westberg

Received: February 5, 2015

Letter to the Planning Commission and City Councilmembers:

Regarding the matter of rezoning in the City of Shoreline I find many issues involved, some really important ones, that haven't even been addressed yet. And I was dismayed at staff's three point assessment of the arguments that residents were bringing to the discussion, which showed a complete lack of understanding and dismissal of those arguments. Might we also say as a comeback that no matter what is said, what facts we present, no matter how much sense we make there are those in responsible positions who refuse to listen? No, change for the sake of change is not necessarily good.

I am for building the light rail stations at 185th and 145th, including infrastructure in the immediate vicinity as needed for parking and such. After that, incremental rezoning at say ten year intervals while studying the effects, positive and negative of the existing zoning. This would give us time to consider the best course of action and doesn't really slow down the process. In fact "haste makes waste" as they say. There is no need to rush headlong; indeed it is folly to do so.

If people are moving to Shoreline it's because it's a nice place to live - as it is - now. That means single residence homes, trees, wildlife, space between houses. More population, more density will squeeze out the very values you profess to be preserving. No, population growth is not necessarily a good thing. Studies have shown that crowding people leads to anxiety, among other things. Empty units and empty buildings left that way either by building too far ahead or because of changing economic conditions, for whatever reason, also lead to anxiety and lack of pride in one's surroundings, one's neighborhood. That leads to vandalism, graffiti, and crime all at taxpayer's expense and at the expense of the taxpayer.

What about the quality of construction? Nothing has been said about holding the developers to standards, not just building codes. Will it look like the huge apartment house in Lake City which is yellow, blue and gray in color? Will it be the luxury condos on another street corner in L.C. that have a view of the backs of businesses, parking lots and dumpsters and yet are still not affordable? What a shame to sacrifice what we have now for that and call it progress.

Thank you for your consideration.

Sincerely,

Vicki Westberg

Resident since 1973

and proud of it.

Please enter this letter into the public record. Thank you.

Response:

General substantive issues are discussed in more detail in the "Common themes of DEIS comments" section at the beginning of this chapter; specifically, in the "Why plan/zone now" section; phased zoning is analyzed throughout the FEIS. Design and transition standards will regulate what development looks like within certain perimeters, but it is impossible to know at this time exactly what they will look like with regard to specific design and color schemes.

From: Jan Helde

Sent: February 5, 2015

Shoreline Planning Commission,

I apologize for my earlier email that was sent before I was finished.

Below are my comments regarding the rezoning of Ridgecrest due to the two Sound Transit Light Rail Stations.

- 1) I do not believe that enough has been done to inform the public that will be affected by the rezoning. I spent over 4 ½ hours two weekends ago going door to door and talking to neighbors about the rezoning. In that time, I only was able to talk to 9 neighbors. One neighbor said they did not care, not because they were against the rezoning but in their words “I’m a fatalist” and did not think anything he did would make a difference. One neighbor did not know the rezoning affected our neighborhood directly. The rest all talked about how unfair and wrong it was that the city council was ruining our neighborhood, but few knew they could contact the city council to make a difference.
- 2) The various entities commenting on the city’s rezoning conflict. One of the city council members said that “we have to stop urban sprawl.” So he wants to build up Ridgecrest, the largest single family neighborhood in Shoreline into a community like Ballard? That may stop urban sprawl, but creates urban blight.

One of the plans showed MUR 85+ around the light rail station, but after many adverse comments by the public, I heard the council was considering lowering that to MUR 65. Then when Affordable Housing commented at the city council meeting, they kept referring to MUR 85+. That is a 7 + story building. Even the buildings at 175 and 15th are not that tall. How can you justify a 7+ story building in the middle of a residential area and why, if the council was serious about reducing the level to MUR 65, didn’t Affordable Housing know of this decision?

Affordable Housing said it would be preferred to have their housing next to the light rail, but they also said that if a builder did not want affordable housing in its construction, it could pay a fee to put in a trust for someone else to build. So the whole concept of putting affordable homes near the line may not happen.

One of the city council members said they were doing this rezoning because they are required to do a 20 year expansion plan. However, they also made the comment that the extensive rezoning will cover the next 50 years. The rezoning should be based upon the economy of the area, what the market will allow, not a massive build-out that may or may not be utilized, but will certainly affect the residence.

The residence have been asking why this has to happen all at once, why not a phased in rezoning. The planning committee that I have listened to said we need to do this now, and yet at one of the city council meetings, one of the planning committee member said that there was a phased in plan. That has not, to the best of my knowledge, ever been sent to the public to give input.

3) Taxes.

The public has been told that developers would carry the majority of the cost of development, however, that does not take into account the cost of school levies for the increase in school age children, the cost of upgrading all of the water lines and sewer lines and the cost that the city of Seattle will charge Shoreline if Seattle needs to upgrade its sewer line due to our output.

By rezoning our property, even to MUR 35 we will be taxed at a higher rate than a single family lot, so we will carry more of the tax burden.

4) Traffic.

We have been told that 5th avenue is wide enough to take on the massive increase in traffic, and yet 145th is still in limbo and will not be able to keep up with the increase in traffic. How can 5th take the new traffic and not 145th? Your plan puts sidewalks on 8th, and yet when we asked the city council for sidewalks, we were told the street was not wide enough. The city planners installed a great drainage plan on 8th where there is a slight dip on the east edge of the paved road, so when it rains pedestrians walk in the draining water, that works real well. But if we agree to rezoning, you will put in sidewalks.

5) Bottom line, we all know rezoning will happen, but there has been no reason for the expansive rezoning you are suggesting. Rezone near (a block around) the stations and let the market decide when the next rezoning should be done.

Jan Helde

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Factors the influenced potential zoning scenarios”, “Why plan/zone now”, “Request to phase zoning”,

"Affordable housing", and "Property values and taxes" sections. Specific information about housing and traffic can be found in the Chapters 3.2 and 3.3, and the concept of phased zoning is addressed through the FEIS.

From: Myrna Haigh

Received: February 5, 2015

I attended the January 29th Special Public Hearing on the 145th St station. There were numerous public comments from Shoreline residents clearly describing all the perceived impacts to the traffic, parks, and general changes to the Ridgecrest /145th St Corridor.

After the comment period was over, one of the first responses was from the Planning Commission Chair, Mr. Keith Scully, who stated that he lived in the Ridgecrest area, and could see there would be some major impacts to the traffic and neighborhood. He suggested and recommended that this proposal may take additional time for further study. This recommendation was seconded.(I do not know who seconded because the minutes of the meeting were lost.)

Does not Mr. Scully, anyone else on the Planning Commission, or anyone else on the City Council understand these same significant impacts to the traffic, zoning, and people, etc., are scheduled to be approved on February 23, 2015 for the 185th St Corridor?

Does this mean, despite all the public comments requesting the 185th St station be delayed for further study and intelligent planning, that we can only expect to slow down the project if we were to have a Planning Commission or City Council member living in the targeted area?

I challenge the fairness and prejudice in moving forward on the 185th St Corridor project when the Chairman of the Planning Commission, who lives in the Ridgecrest area, is able to secure a delay in action for the 145th St project. I guess it is the old adage or mentality of "not in my backyard." This shows an extreme lack of propriety with this process for approving these two projects.

Myrna Haigh
Shoreline Resident

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to delay decision-making” section. Issues related to traffic and parks are discussed specifically in Chapters 3.3 and 3.5 of the FEIS.

From: Judy Lehde**Received: February 9, 2015**

I found an interesting article in Thursday, Feb. 5 “Seattle Times”. It was titled “Price skid triggers alarms in North Dakota oil towns.” You might think what does this have to do with Shoreline. In Watford City, North Dakota, their plan was to transform the city “from a chaotic, sprawling crash pad for transient workers into a larger, more livable community”. Everything was going along fine until the price of oil started dropping. Developers have come in over the past 5-10 years and built housing, but the infrastructure was not taken care of. Their roads are dangerously crowded; utilities are overtaxed; and schools jam-packed. Aaron Pelton, a bar owner in Watford City, said “At this point, it’s like downtown Seattle. If you can’t come to a small community and have a quality of life, what do you have?”

Shoreline is not a large city. It is a city of primarily of single family homes and most of the residents moved away from Seattle to Shoreline to get away from density housing, the big city feel. The city staff and city council see the need for TOD (Transit Oriented Development) around the 145th and 185th Light Rail Stations and we do need some higher density housing close to the station, but a ½ mile radius is good enough. One of the leading experts on this subject says (<http://its.berkeley.edu/btl/2012/spring/tod>) “You don’t want to go into established single-family, middle income neighborhoods and attempt to spawn TOD.” I think he would tell the staff and the council to scale back their massive plans for Shoreline.

At the Shoreline Planning Commission Hearing on February 5, all the residents who spoke asked you to slow down this massive rezoning project. I agree.

Judy Lehde

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to delay decision-making” section.

From: Sharon Cass

Received: February 14, 2015

Would it be possible to forward this email I sent to the Shoreline City Council to the Planning Commission? I do understand the deadline **WAS** Friday, February 13, 2015. If this would be allowed this one time, I promise to not make a habit of doing this. It was all I could do to type this email one time. Being this is and will be public record I will not continue on the reason I am asking you to please - this once - to forward this comment for me.

I will thank you at this time if you will be able to help me,
Sharon R. Cass

Response:

Yes, your comment letter below was shared with the Planning Commission and is included below.

From: Sharon Cass

Received: February 13, 2015

The back of our property joins Twin Ponds Park (TPP). The water table for the last 10-12 feet of our property (North end of our yard/South end of TPP) is so saturated in the mid-Fall, all Winter and at least the first part of the Spring that we cannot walk back there without boots least we have water over the top of "regular" shoes!

I have photos showing all the pooling of water in TPP and within inches of our back fence. At the extreme north-east corner just behind our fence I have a photo of TWO ducks swimming in the pool - yes! it is that large and deep. There also is a sign IN THE PARK that shows: NATIVE GROWTH PROTECTED AREA. This stream buffer is protected to provide wildlife habitat and to maintain water quality.

Please do not disturb this valuable resource. No cutting or removal of native vegetation is permitted.

Alteration or disturbance is prohibited by law. Contact the City of Shoreline at 206-546-1700 for further information.

THAT IS AN INTERESTING SIGN.....is the Council aware of that sign and its meaning? If the Light Rail system and all the concrete AND the 3 - 7 feet buildings go in at 145th St. it seems like all that "commotion" that will be brought in.....would not be good for the animals that live

in the park. Just about anyone around here will tell you we have seen up to SEVEN raccoon AT A TIME, blue heron nesting in TPP by the pond in the southwestern area, dozens of ducks and geese at times of the year, etc.

It seems like this Light Rail system should be sent further to the north - even past 175th St. Yes we MAY need?? the rail but it would be disturbing so much wildlife at the park, two elementary schools (young children and traffic do not usually mix - at least all the traffic that would be coming in.

Please rethink the 145th St. project. We bought our home here on N. 149th St. because it was such a relaxing lovely area BACK IN 1963!! Yes, over 50 years ago same home and same marriage!!

There are roads in the area like 5th Ave. that are already so wide it seems like "you" would be more cost effective to go that way. PLEASE don't destroy so many lives here - slow down and really think of the devastation that will be caused.

Thank you,
Sharon R. Cass

Response:

General substantive issues are discussed in more detail in the "Request to delay decision-making" section at the beginning of this chapter. As you are aware, during the break in Subarea Planning the City performed additional analysis on the area surrounding Twin Ponds Park, specifically with regard to the wetland, water table, and peat soil conditions. In the Compact Community Hybrid zoning scenario, the area south of Twin Ponds Park retains single-family zoning as an added protection for the wetland. However, even if zoning were to change, Critical Areas Regulations in the Development Code provide protections for the park, including the vegetative habitat for raccoons, herons, ducks, and geese. This information has been incorporated into Chapter 3.4 of the FEIS.

From: Carolyn Hope

Sent: February 13, 2015

Dear Council, Planning Commission, and Administration,

Please consider these comments for both the Planning Commission's consideration of the 145th Street DEIS and the Council's consideration of the 185th Street EIS. I am unable to attend the meetings in person.

According to the DEIS, Shoreline's projected growth in the next 20 years is 13,920 new residents and 7,200 jobs. The proposal for the 145th Street Station Area is projected to add up to 13,635 new residents and 2,678 jobs. I am supportive of this growth. Our region needs to plan where future residents and jobs will be located so we can do this type of planning. However, I am concerned about how this growth is distributed. We have the proposed city center to develop, lots of mixed use development proposed for Aurora, North City, possibly the Costco and Sear's shopping complexes, and other neighborhood centers. We also have another major Sound Transit being planned that is projected to accommodate up to 5,399 residents and 928 employees (which seem low for the amount of 85 MUR proposed). It doesn't appear that we have 85 MUR anywhere else in the city and I wonder if the stations are best place for this type of zoning and I wonder if this type of zoning should also be considered elsewhere in the city.

With the proposals for both stations, I am concerned about the extent of mid to high MUR zoning across the neighborhoods. For the 145th Street Station, I believe clusters of MUR developments at the station, along part of 5th NE, 1st NE, 145th, and possibly 155th between 1st and 5th seem appropriate, but the extend of this zoning appears to reach too far. For the 185th Street Station, while it has far less growth projected - it has a wide reach for medium to high density. It seems unreasonable for so much 85 MUR to succeed and blend in with the community character.

Related to this, I am concerned about the ability of Shoreline to support another town centers away from the transit stations, such as the one proposed at 155th and 15th NE.

I encourage the City to create strong design guidelines so that we end up with well planned out neighborhoods with strong architecture, rather than the very disappointing new developments like those in North City and the new residential buildings along Aurora. One way to have more control over this is to require rather than allow master planned developments of a certain size. Also, please ensure that the new zoning includes minimum densities as well as maximum densities as a way to ensure the community character develops as planned. I also hope that new regulations that are generated as a result of these plans include new parking strategies and incentives such as shared parking, the possibility of no parking minimums, and significant bicycle parking requirements in residential and commercial buildings and at the stations.

Overall, this is a step in the right direction, we do need more density at and near these stations, but more attention should be paid to the height, density, and area to which this density is applied.

Thank you,
Carolyn Hope

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Factors the influenced potential zoning scenarios” and “Cars and parking” sections.

From: Nathan Moore

Received: February 15, 2015

Hello there,

A friend who lives down 150th street from me showed me the plans for the development of the area around the 145th light rail station and I have serious problems and concerns with these plans.

First, re-zoning single family homes to force families out of them is completely wrong and a horrible thing to do. Everyone should know that single family homes (especially those near schools) are the gold standard for a successful, thriving, and safe community. We should be adding single family homes, not demolishing single family homes and replacing them with apartments or retail stores. If you want to have an area of shops near the light rail station, the churches off of 1st street are a perfect area for them and provide lots of land without ruining the value of family's homes.

Next, the residential streets, such as 149th, 150th, Corliss, etc. should not be widened and turned into arterial routes. Once again, these are residential areas for single family homes, many of which were purchased because of how close they are to the school on Meridian. There is all ready way too much traffic on these streets, and we should be working to make them off limits to people who do not live there, not widening them. If you want to add walking paths and bike lanes, they should be done on the existing arterial streets (such as 145th, Meridian, and 1st) so that residential streets are not made unsafe by increased traffic. Twin Ponds Park is also an excellent location to add walking and bike paths. There is all ready a walking path through the park from 1st to Meridian. This path should be widened for walking and bikes and have lighting added to it. This will keep traffic off residential streets and still provide a safe walking/biking path.

Very seriously, I really wonder who drew up these plans? Again, seriously, please provide me with the names and addresses of the people who drafted these plans, because I doubt they live any where near here. These plans do not benefit the people who live in this area, and in many cases, as I mentioned above, make the area much worse. Did a developer make these plans, because unless I was wanting to buy cheap land and develop it, there is no other logical reason for how horrible these plans are for the people currently living the area and the destruction they were do to this community if implemented.

To be clear, myself and my neighbors will fight against any action to rezone people out of their homes and to make residential streets into unsafe, high traffic, high pollution areas. Please hold a conference with the people who ACTUALLY live in the area so that they can draft new and appropriate plans to build a safe, successful community, NOT one that is built for only making money and destroying the community.

Sincerely,
Nathan Moore

Response:

General substantive issues are discussed in more detail in the “Growth management and sustainability” and “Eminent domain” sections at the beginning of this chapter. Regarding your assertions that the City will force people out of their homes or widen multiple roads within the subarea, these are not accurate. More information about traffic is included in Chapter 3.3 of the FEIS.

From: Chris and Shanon Harris

Sent: February 15, 2015

I believe the planning commission has used the building of light rail stations as an excuse to fulfill their development agenda. There’s something in the DEIS about surveying people who said they want multifamily high density development. The people who actually live in the affected neighborhoods weren’t asked. I have lived in this neighborhood for over 20 years and fail to see why single family homes, especially ones with yards, are undesirable.

Yes, development will happen. Infill will take care of that. But the height limitations now in affect are what the citizens want. Rezoning established areas to wipe out whole neighborhoods is not in the best interest of the citizens of this city.

Examine your motives. Revisit your intentions. The citizens of this city, especially those who have chosen to live here for many years, deserve better than being told our homes and neighborhood aren’t good enough.

Shanon Harris

From: Chris and Shanon Harris

Received: February 15, 2015

Mr. Szafran:

My preferred alternative for the 145th subarea is the Alternative 1 the No Action Alternative. The No Action Alternative may seem like a throw-away because it is required by law, but to me it is the only acceptable alternative.

To me increasing the allowable building height is unacceptable. Destroying whole neighborhoods is unacceptable. Destroying the character of neighborhoods and this city is unacceptable.

I believe building light rail stations in Shoreline is a good thing. That doesn't mean I believe an extended area needs to be redeveloped because of it. Redeveloping an area within a block of the new stations makes sense to me.

Please incorporate my comments into the public comments for the 145th Street Subarea Plan DEIS and consider them in upcoming decisions.

Shanon Harris

From: Chris and Shanon Harris

Received: February 15, 2015

I support the building of a light rail station at NE 145th Street. However, I do not support the City using that as an excuse to implement a radical rezone of the surrounding neighborhoods. Using 1/2 mile as a radius for rezoning is arbitrary and extreme.

MUR-35' and MUR-45' descriptions on the City webpage state these zoning types would allow mixed use (commercial uses on the bottom floor with residential units on the floors above) on arterials. Sixth Avenue NE, 8th Avenue NE, 9th Avenue NE, 10th Avenue NE, 11th Avenue NE, 12th Avenue NE, NE 148th Street, and NE 152nd Street are not arterials. But on several of the Alternative maps those zoning types are shown in these areas.

I like the concept of the Connecting Corridors alternative as a way of connecting NE 145th Street to NE 165th Street. However, I strongly object to zoning residential non-arterial streets as mixed use. What is the point of putting commercial businesses around Paramount Park? Or in the neighborhood around the Paramount Open Space? It seems the point is to destroy the character of the existing neighborhoods.

Excluding the areas within a two blocks of the proposed light rail station, I believe an alternative can be developed that utilizes the existing main roads (arterials) as mixed use zones while preserving the characters of existing neighborhoods.

Having a "transit-oriented" area should not mean single-family homes are excluded. I ride transit to work and live in a single-family home, as do many others. I think the planning commission and the DEIS have a narrow view of what "transit-oriented" means.

Shanon Harris

Response to three sets of comments received:

General substantive issues are discussed in more detail in the "Common themes of DEIS comments" section at the beginning of this chapter; specifically, in the "Factors that influenced potential zoning scenarios" and "Growth management and sustainability" sections.

With regard to your statement about potential mixed use buildings in the MUR-35' and -45' zones, a mix of residential and commercial is permitted in these zones. The restriction related to arterials is conversion of single-family homes into businesses. You are correct that the streets you listed are not arterials, and such conversion would not be allowed in these areas. The arterials within the subarea boundaries are Meridian, 1st, 5th, and 15th Avenues and 145th and 155th Streets.

From: Adam Love

Received: February 15, 2015

Dear Mr. Szafran,

I have been unfortunately unable to attend the planning workshops for the 145th station subarea plan, but I was pleased to find the information online. Regarding the three alternatives, I and my family would of course love to keep Shoreline mostly residential, as outlined in the "No Action" plan. We moved to our house just west of the Twin Ponds park because it was a beautiful, quiet neighborhood filled with other diverse families. I would hate to see this beautiful neighborhood swarmed with 35-foot condos or packed-in townhouses as outlined in plan

2 "Connecting Corridors." I don't want to see south Shoreline turn into Lake City--that district's plans sound an awful lot like the Connecting Corridors idea, and I don't think it's something my neighbors would be excited about. I understand that the light rail may inevitably bring growth and commerce, and perhaps the "Compact Community" plan has some reasonable growth features, but I'm distressed at the inclusion of the 85-foot zoning along I-5. Again, I don't think heavy density population is what makes Shoreline such a great place to live currently, and I don't think it's something we want to encourage.

Thank you for taking time to read my comments. I hope you'll take my thoughts into consideration when the city moves forward with a plan.

Sincerely,
Adam Love

Response:

General substantive issues are discussed in more detail in the "Growth management and sustainability" section at the beginning of this chapter.

From: Bethany and Bruce Staelens

Received: February 16, 2015

Thank you for the opportunity to comment on the proposed 145th Station Rezone.

The Shoreline Area News reported:

City staff say they are hearing three themes from citizens regarding the rezone plans:

1. People, particularly younger citizens, are excited about light rail, and looking forward to greater density and the prospect of being able to bike and walk to coffee shops, and shopping.
2. Older people who bought starter homes 40 years ago are seeing a time when they will not be able to live in their homes because of mobility issues and health. They want to be able to get the most money out of their property to pay for their future expenses.
3. People who are excited about light rail but hate change.

This characterization is misleading and insulting, painting a picture of anyone who disagrees with the current plans as luddites or inflexible obstructionists with no meaningful input to add to the discourse. Moreover it is symptomatic of the attitude that pervades this rezoning process, and illustrates that the opinions and desires of the city council seem to outweigh the opinions and desires of its constituency. We moved to the Seattle area from the east coast 6+ years ago. We bought our house in Shoreline in 2009. Among the things that drew us to the neighborhood were

The proximity to the green belt and wetlands area and the abundance of old trees which allow a great deal of interaction with wildlife. As you walk down the streets in our neighborhood, the single most notable feature is the profusion of huge old trees. We can look out our front window and enjoy a wealth of wildlife – birds, squirrels, even the occasional raccoon. These trees also serve as much needed carbon sinks.

The friendliness and feeling of community. In our neighborhood we have progressive dinners, summer barbeques, neighbors who walk the circle and stop to chat. We have a neighborhood watch committee that helps us look after each other.

The pride residents take in their property. There are a number of avid gardeners in our area. They grow flowers and vegetables in the summer and people keep their yards well groomed and attractive. There are even several yards that have been certified as wildlife habitats by the National Wildlife Federation.

The convenience of access to mass transit in a livable area of single family homes. There are buses in the area and with the arrival of the Light Rail, there will be even more options.

Much has been made at recent meetings of the Planning Board and/or City Council of the idea of planning for Shoreline's future. In fact, this is where it seems the problem lies. **The plans, as laid out, are based on linear thinking that misses the bigger picture.** Proposed development is based on current modes of transportation and commerce which will change dramatically as technology advances. A cursory glance at advances in the last few years reveals changes to our daily life such as:

Online shopping: Everything from books to household goods to groceries can be ordered online and delivered.

Online banking has become safe and convenient, but has forced the closure or scaling back of brick and mortar banks.

Downloadable e-books have replaced many visits to local libraries.

These technological advances are but a few that have had vast repercussions and have changed the idea of business as usual. And as big as these changes have been, they are but a drop in the bucket compared to what lies ahead.

One of the biggest single developments fast approaching will be the emergence of self-driving cars. This technology will not simply take over the operation of the vehicle, they will lead to an entirely new way of using vehicles. This will, in turn, lead to many other changes in services and infrastructure.

Currently, cars are used less than 5% of the time. For the other 95%, they sit in garages and parking lots. Once a system of self-driving cars is established, individual car ownership will be unnecessary. It is estimated that within 20 years, subscriber networks will enable you to order a car when it is needed, similar to the way Uber works today. The difference is that the vehicle sent will be based on your need. Going a mile away? An electric car will do. Going to Bellingham? Better send a gas-powered vehicle. A trip to Ikea might require a small truck. And when you're through with the vehicle, it's off to pick up the next client, not sitting in a parking lot. Mass transit may still be useful, if it's close and your destination is on the route, but be it bus or rail, it will be far slower than calling for a vehicle which will afford door-to-door service for a similar cost.

Once all cars are self-driving, there will be no traffic problems. Sensors on the cars will regulate traffic and right of way. Traffic lights will be obsolete.

As a result of a more efficient system, there will be virtually no traffic accidents. This will mean a lighter load on emergency rooms, major changes for the insurance industry, no need for auto dealerships and vast improvements to inter- and intra-state shipping.¹

And lest you think that this is a fantasy, these cars are currently in development by Google², Apple, Sony, Audi, Volvo, Mercedes and others. Groups as diverse as KPMG³, the National Association of Insurance Commissioners⁴, the Huffington Post⁵, and the Cato Institute⁶ all acknowledge that these vehicles will soon be a reality and will affect society in ways most of us have yet to imagine.

Taking this into account, we are forced to rethink what this rezoning plan will yield. If the city council simply wants to lure more millennials to Shoreline, perhaps the rezoning plan should be revisited to include neighborhoods all over Shoreline. It is unlikely that any demographic group can be convinced to occupy one or two specific areas. In fact, that seems akin to generational segregation. No, I think it is far likelier with the availability of Uber, Lyft, and similar companies now and driverless cars in the future, transportation will play a diminishing role in the choice of where new residents settle. Why not, then, spread out the opportunities? If every single-family neighborhood in Shoreline is rezoned for M-35 or M-45 housing, then no one neighborhood would have to bear an unfair burden. This would also show the citizens of the 145th Street and 185th Street areas that they and their properties are not being singled out.

To my way of thinking, a more thoughtful approach to rezoning should be undertaken. Some on the city council may argue that a great deal of time, effort and money have been put into the plans as they stand. I say that time, effort and money pales in comparison to the amount that the residents of the affected neighborhoods have poured into their homes and properties. The light rail isn't due to open in Shoreline

until 2023. SoundTransit representatives told me that a final decision on the route and stations is expected in 2015 after the Final Environmental Impact Statement (EIS) is published sometime in April.

Given the issues that residents of the proposed rezoning areas have voiced, rushing this process forward seems very ill-advised. I urge the city council to

- Delay the vote on the rezoning proposals
- Work with affected residents and the planning board to develop other possible alternatives
- Show good faith by making the process going forward more transparent and inclusive
- Thank you for giving serious consideration to our concerns.
- Please add our comments to the public record.

Sincerely,
Bethany and Bruce Staelens

<http://www.wisburg.com/wp-content/uploads/2014/09/%EF%BC%88109-pages-2014%EF%BC%89MORGAN-STANLEY-BLUE-PAPER-AUTONOMOUS-CARS%EF%BC%9A-SELF-DRIVING-THE-NEW-AUTO-INDUSTRY-PARADIGM.pdf>

<http://mashable.com/2015/01/15/google-self-driving-five-years/>

<http://www.kpmg.com/US/en/IssuesAndInsights/ArticlesPublications/Documents/self-driving-cars-next-revolution.pdf>

http://www.naic.org/cipr_topics/topic_self_driving_cars.htm

http://www.huffingtonpost.com/zoe-williams-is-selfdriving-the-future_b_6415458.html

<http://www.cato.org/events/end-transit-beginning-new-mobility-policy-implications-self-driving-cars>

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Why plan/zone now”, “Request to delay decision-making”, “Request to phase zoning”, “Cars and parking”, and “Growth management and sustainability” sections. Specific information about traffic can be found in Chapter 3.3, and the concept of phased zoning is addressed through the FEIS.

From: Katy Webber

Received: February 16, 2016

To whom it may concern,

I live in Shoreline and I support the rezone to accommodate more housing and shops near light rail. I was glad to hear of the project, because it will lower the use of cars for commuting, since people will live near the rail, and there will be shops nearby too. I read that the council is reconsidering the scope of the plan, but I hope you put the most possible housing and shops near the rail line, it makes so much sense!

Thanks,
Katy Webber

Response:

Comment noted.

From: Marcia Furfiord

Received: February 16, 2015

I declare that I want this to be part of the public record. I am for Alternative 1 - NO ACTION. I am totally against the rezoning proposals around the light rail stations in Shoreline.

I have been a Shoreline resident since 1977 and in my current house since 1988. My house is located on N. 150th Street, just east of Meridian. My yard backs to the undeveloped green belt of Twin Ponds Park. Our street has already had more than our share of construction noise and disruption. About 100 trees were cut down when the two Aegis buildings were constructed a few years ago on 1st NE and now the Evergreen school at 150th and Meridian is being added on to for the 5th time. Evergreen has cut down many more trees. Our street has a big impact from the traffic of Evergreen parents.

The noise level is getting worse and worse along with the traffic. There are not as many birds and small animals as there were. Right behind my house is the creek that runs in to Twin Ponds and we all love our park and want to protect it and our quality of life. This is not

the right place to have a "proposed bike trail". There are already sidewalks and bike trails on 5th NE and also on North 155th Street which connects to Aurora and the bridge to the interurban trail.

I have attended the planning commission hearings and agree with everyone else to SLOW DOWN and to also make sure that everyone knows about the proposed zoning changes. Save our neighborhoods, delay your decisions, save my equity, protect our environment and wetlands and keep the noise level down.

I have been a licensed real estate broker in Washington state for 26 years and believe that the proposed zoning changes in Alternative 2 & 3 will destroy Shoreline. Again, I am for Alternative 1 - NO ACTION

Thank you for listening,
Marcia Furfiord and family

Response:

General substantive issues are discussed in more detail in the "Common themes of DEIS comments" section at the beginning of this chapter; specifically, in the "Request to delay decision-making" and "Growth management and sustainability" sections. Specific information about traffic, wetlands, and parks is included in Chapters 3.3, 3.4, and 3.5 of the FEIS.

From: Buford Fearing

Received: February 17, 2015

To whom it may concern

I am a resident on 9th AVE NE and have lived in the same house for 50 years. I feel you are moving to fast as many residents are just becoming aware of what might happen to their neighborhood's. you are not getting out much information to the neighborhoods that are affected

my house is my most valuable asset. I can assure you that if my neighborhood gets re-zoned I will never again vote yes on any levey, or anything else you put up for a vote, and I will work hard to see that none of you get re-elected. there are many reasons why we moved to Shoreline 50 years ago and it wasn't to become another Northgate or Lake city, I already have a friend that got a notice that she has to move out of her house as it is basically being confiscated and she has also lived their 50 years and doesn't know what she is going to do now I suggest you think very carefully about these plans as they affect many people

Sincerely,
Buford Fearing

Response:

General substantive issues are discussed in more detail in the “Request to delay decision-making” and “Eminent Domain” sections at the beginning of this chapter.

From: Ron and Ruth Prohaska**Received: February 18, 2015**

Dear Sir/Madam,

My name is Ruth Prohaska. I live with my husband Ron in a single family home located in the Ridgecrest neighborhood just north of NE 155th St., on 12th Ave. NE. I am writing today to comment on the Draft EIS for the 145th Street St. Station Sub-Area Plan, relative to the three proposed alternative plans.

We encourage you to consider only Alternative #3 - Compact Community.

Shoreline lacks a walkable town-center with pedestrian scale. The addition of a light rail station thankfully has the potential to improve the livability by realizing a walkable community with a town-center feel. Having sprawling up-zones, such as Alternative #2- Connecting Corridors at 145th and another at 15th doesn't realize the walkable town center idea. Alternative #3 - Compact Community zoning though would allow for more immediate density surrounding the station. Housing density, services, amenities, and mass transit utilization would be realized more quickly surrounding the station with Alternative #3. (I understand, MUR-85 is an expensive build and developers may balk at concrete and steel construction this far from Downtown Seattle or Green Lake. But switching MUR-65 into the Alternative #3 Compact Community plan would ameliorate this issue.)

The other reason we encourage you to consider Alternative #3 - Compact Community is neighborhood blight. It is a major concern for us in the Ridgecrest Neighborhood as the area is currently on the upswing. New homes are being built where blighted homes had been and homes are being remodeled on every block. A re-zone of Alternative #2 -Connecting Corridors sprawling into the neighborhoods ahead of housing needs will leave homeowners in single-family homes without pride of ownership as their properties would not be built to the highest and best use of the property. Although we hear that up- zoning will increase our property values, we know in fact that as the land

becomes a more valued property to rebuild, the structure remaining loses value negating any real increase in property value and leading to neglect of regular maintenance. Most of these properties are one-story homes. An up-zone of Alternative #2 Connecting Corridors could also lead to pockets of townhomes in the middle of single-story neighborhoods long before the need to spread out from the walkable town-center area surrounding the station adding to neighborhood blight. Alternative #2 needs to have a mitigating timeline before actually up-zoning into phase 2 otherwise the neighborhoods become a hodgepodge of uses for many years to come.

The DEIS mentions an unmitigated storm water increase of 11%-14% with some additional study of associated flood prone areas. Our neighborhood, in the Little Creek Basin (see attached map), frequently encounters flooded crawlspaces and backyard areas. On occasion we have seen water pouring out of the crawlspace vents. We have high water tables on the east side of 12th with a need for continuous required pumping in the wet season to keep our homes dry. Our neighborhood needs an upgrade just to sustain the properties at their current use. With commercial development on 15th Ave NE and high density development west of 10th Ave NE we question how storm water issues will effectively be resolved at existing areas as well as new ones.

Increased traffic congestion has not been addressed at any of the planning meetings that we've attended. Is there a traffic study being done for the current major intersections that will be effected? The anticipated back-up at NE 155th and 15th Ave will cause cars to bypass the wait and fly through the neighborhood streets. Light and sidewalks on these streets are nearly non-existent. Infrastructure in the neighborhood to accommodate future rezoning, such as widening roads, putting in sidewalks, lighting, etc. is a needed first step.

Currently Paramount Park is busy with skateboarders and children on playground equipment at all hours of the day with parking along NE155th Street. This park is at the crest of a hill that makes it nearly impossible for drivers to see the children crossing 155th at the crosswalk on 10th driving east on 155th. (See attached picture) Although there is one speed warning near 5th Ave for 30MPH, most cars during commuting hours which is also twilight much of the year are speeding. As 155th becomes a main route to the 145th St. station, we would like to see ticketing cameras and zoning lights similar to schools zones during twilight and commuting hours.

In summary, we are in favor of a concentrated subarea development. Alternernative #3- Compact Community. We feel that a compact plan, resources can be better focused to address the zoning, traffic, and stormwater pressures impacting the residents of Shoreline.

Thank you,

Ron and Ruth Prohaska

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to phase zoning” and “Cars and parking” sections. Specific information about traffic, parks, and stormwater is included in Chapters 3.3, 3.5, and 3.7 of the FEIS.

From: Cory Secrist, PhD

Received: February 18, 2015

Dear Council Members,

I am writing you as a plea to rethink how affordable housing and population growth is managed in Shoreline. The current plan includes a radical rezoning of the 145th and 185th subareas. There are severe consequences to such expansive development in our city that I believe will have long term negative effects that hurt the poor and middle class in ways that are not directly addressed in the current plans. I am serious enough about this that I would urge you to decline approval of the current mass rezoning plans for the 145th and 185th subarea stations. I know this is a drastic departure from the current stated plans, and I realize some rezoning will likely be necessary, but I believe it is important for the future of our city and its citizens that this be done in a different way. Please, allow me to explain why and how.

Our friends in the neighboring city of Seattle have been embarking on a bold experiment for the past few years to create a marriage between commercial developers and the affordable housing movement. They are now trying to bring Shoreline and the rest of King County along with them on this venture. The major strategies of this experiment are 1.) to allow micro-apartments (aka “aPodments”) to be built, 2.) to rezone huge areas of traditionally single-family neighborhoods so that they can be built over with apartments and businesses (particularly near light rail stations), and 3.) to incentivize developers to create affordable housing by offering up a 12 year tax exempt status for apartment complexes that maintain a certain percentage of affordable units. They have done this because Seattle rent prices have skyrocketed in recent years as Seattle has been an increasingly popular destination city, particularly among college students and young professionals. The basic economics of the affordable housing problem are that there is a higher demand for housing, with roughly the same limited supply, so apartment owners are raising rent prices to exploit demand, and developers want to increase supply by building and selling new units. On the surface, the developers sound like the good guys here who come in and supply the housing that people want at rates they can afford. But pay careful attention to their methods, for profit-driven developers and morally-driven affordable housing advocates make strange bedfellows. Throughout this letter I will address these three issues of micro-apartments, large-scale rezones, and property tax exemption incentives to explain why I believe these are not suitable solutions for affordable housing and create worse conditions for the poor and middle class.

Micro-apartments

First, micro-apartments are changing what it means to be low-income. While the current DEIS for Shoreline states that micro-apartments will not be allowed in the proposed MUR rezones, these tiny rental units are important to mention here because of the role they play in the larger picture of how King County intends to manage its low-income population. Micro-apartments have been developed in Shoreline along Aurora Avenue, and it is important to keep in mind that Seattle also has many of them not far from here, as do other parts of King County. Whereas a studio apartment previously could be no smaller than 400 square feet, new laws allow micro-apartments that range from 120-350 square feet. This is smaller than the typical one-car garage. It is roughly the size of two prison cells put side by side. Low income individuals are being tightly packed into tiny rooms in giant buildings. Developers will claim that there is a high demand for these aPodments, but this is somewhat misleading. Shelter is a basic human need, so housing is always in high demand. The demand is actually for reasonable rent prices, and reasonably priced rent is decidedly in short supply. Most people on a low income would gladly choose a 700 square foot one bedroom apartment over a 200 square foot micro-apartment if they were offered for the same price. There are very few people actively looking to live in tiny spaces. It is simply the case that a cramped space is better than living on the street, so people settle for less than they deserve. Meanwhile, micro-apartments are not only profitable for developers and landlords, but they are surprisingly quite lucrative. They have more tenants (and therefore more rent checks) packed into a smaller total space. While a micro-apartment will be rented at a lower monthly fee (~\$500-\$900 per month) than a studio or one-bedroom apartment (thus making it “affordable”), micro-apartments are actually 2 to 3 times more expensive *per square foot* than the average one-bedroom apartment. Thus, landlords are renting their tiny spaces at a premium, even though the monthly rent total is lower. Tenants are asked to compromise more in terms of space than apartment owners are compromising in profits. In fact, apartment owners can increase profits by squeezing more people into smaller space and charging more rent per square foot. Many developers are even getting property tax exemption by providing these “affordable” units, because “affordable” is defined by the monthly rate of a unit rather than the monthly cost per square footage.

Meanwhile, marketing is done to make people feel happier about their tiny spaces by giving aPodment buildings pretentious names (Avenida, Videré, Terrazza, etc.) to make them seem fancy and by praising interior designers and tenants for making surprisingly efficient use of compact space while leaving smaller ecological footprints. While these praises are justified, they serve a similar function to working class myths about the value of hard labor, which also contain a kernel of truth, but have historically served as a way for the rich to convince the poor that there is value in working longer hours for less pay. Now the rich are convincing the poor to live in less space too. Those at the top have historically provided myths for those at the bottom to maintain their respective class positions and to perpetuate a view that their divided class roles are righteous and good for all, while simultaneously ignoring inequity and the hypocrisy of the elite. They sound noble at first blush, but they function to maintain class divide. The new vogue is to encourage people to use less space and resources. Whereas low income people are being shepherded into confined micro-apartment units, the middle class will be led out of the market for single-family homes and into apartments, and only the wealthy will be able to afford houses.

Massive Rezoning

This brings me to my second major topic of radical rezoning and how it is changing what it means to be middle class. Neighborhoods that were previously designated as residential areas for single-family homes are being up-zoned to allow for mixed-use residential buildings. There is an expected trajectory that home values will make an upswing immediately following the rezoning, and then, as members of the neighborhood sell off properties to commercial developers and buildings go up, blight will drive down the value of later sellers' homes. In other words, it is a wiser decision (financially speaking) to sell in the early half of this process than in the latter half. However, as this is all happening, there is a decreasing supply of residentially zoned homes, because formerly residential areas will have been up-zoned to mix-use-residential. The cost of homes in residentially zoned areas can be expected to increase as a result of decreased supply. This means, that if you were in a rezoned area, even if your property value did increase with the rezoning, there is still the possibility of a zero-sum gain when trying to sell your home to buy another home in King County residential areas, since overall home values are likely to become increasingly costly. Instead, many low-middle to middle-class families who end up selling their homes will likely find they are unable to afford new homes and will instead need to move into apartments. In just a few decades time, it could very well be the case that more of the middle class will be living in apartments than in single-family homes, thus changing the very lifestyle expectation of what it means to be middle class in the coming decades. For those of us that are homeowners, the rezoning laws are the primary laws that protect us from having developers build large structures near our homes that block sunlight, increase fire hazards, lead to traffic congestion, and thin out available parking. Developers have a right to make a profit, but citizens also have a right to government protection from businesses trying to take advantage of the communities they are a part of.

Many of the informed homeowners in these neighborhoods are concerned, and for good reason. When their homes are rezoned to be included in mixed use residential zones, they will be sitting on what is akin to commercial property. This will likely increase the value of their land, but decrease the value of their actual homes, which are likely to be demolished for redevelopment. It is not clear whether or not this will work out in the seller's favor. From a property value standpoint, what this means is that if they decide to sell, they will most likely have to be selling to developers. Banks require a higher down payment for mortgages on commercial property, which residential home buyers are less likely to be able to afford. Developers can afford the higher down payment, but they are a smaller population of buyers and it can therefore take more time for the seller to sell a property. There is also an emotional toll here because to sell your home will mean that you also have to sell out your neighbors by contributing to the blight of the neighborhood when your former property leads to a giant new development over the top of where your house used to be. There is also the possibility of an added public expense of lawsuits filed against the city, as there is legal precedent for cases wherein citizens lost property value due to city rezonings that benefitted the public, but not the individual, and the judge's decision was that the city therefore owed compensation to the individual (see *DeCook v. Rochester Intern* and *McShane v. City of Faribault*).

The other point that needs to be addressed about the massive rezones is the assumption regarding their importance to the success of the Metro Light Rail. It makes sense to have some population density near public transit stations, but with such large scale rezoning, I fear we are creating more population density than the light rail and the existing roadways will be able sustain. To put it simply, there will be far more new people than there will be available seats on the train and lanes on the road. Also, part of why I and many other citizens wanted the light rail development was to aid in decreasing traffic and commute times. If the train stations also come with increased population density around them, then the population growth will add more to the existing traffic problems than the light rail will help. The problem gets even worse when you consider that these new apartment buildings have limited parking requirements, leaving residents with cars to park along curbs.

Additionally, Shoreline's pre-existing city design is not well suited for a large increase in population density. People live in Shoreline, and work outside of Shoreline. This city does not compare to a city like Amsterdam, which is often held up as a model of how population density can be successfully achieved. In Amsterdam, the predominant form of transportation has long been the bicycle. The roads are designed to accommodate bikes and pedestrians, and the city has ample public transit buses, trolleys, trains, and subways. Shoreline has very few bike lanes and sidewalks, limited ability to expand roads, and even with the coming light rail, this city cannot provide as many public transit options. Amsterdam has workplaces and shops nearby, so people don't have to commute long distances. Shoreline has traditionally been a city where residents live to commute to jobs outside of the city, and where residents frequently shop in businesses outside of the city. Shoreline simply is not designed to be a high-density city, and the mass rezoning is not going to suddenly change that. It will simply make it all the more apparent as the sudden influx of new developments and population growth strain the city's infrastructure (roadways, sidewalks, bike lanes, sewer lines, water mains, etc.).

If we give up all of this territory in Shoreline to rezoning now, then we have little power over what developers do in the future. The current plan of a massive rezone makes a big assumption that the invisible hand of market forces will guide urban development into something palatable for the city of Shoreline. I am not willing to put my faith in such magic. If any rezoning is to be done, it should be strategically phased in and done sensibly. The zoning should be contingent upon the completion of specific milestones such as utilities, storm water, and traffic improvements. For example, a large building should not be developed until it is clear that the water main leading up to it can provide adequate water pressure to reach the highest floors. That water line may start several blocks away, and it should not be the responsibility of the tax payers to upgrade the pipe width so that a new building can have the water it needs. We should ensure that developers are good stewards to the city that they are developing in.

Tax Incentives to Promote Affordable Housing

The current plan for bringing in affordable housing is to entice developers with property tax exemption for providing a portion of their apartments with "affordable" units. I put the word "affordable" in quotes because I do not believe that the actual definition of "affordable"

in the proposed legislation is a low enough rent cost, nor does it require enough units to warrant such a heavy tax break. According to the DEIS, in order for developers to achieve tax exempt status for 12 years, they must make apartments wherein 15% of the units would be rented out at rates affordable to people with an income that is 70% or below that of King County's annual median income (AMI; though do note that this is not Shoreline's AMI). The annual median income for King County is \$66,476, so that 70% line would mean that they are providing affordable housing to people making \$46,533 or less. This is not typically the annual income people think of when they think of people in need of affordable housing. This is not low-income housing; it is lower-middle class housing. To help put a face to this, the affordable housing units might be affordable to some teachers and nurses, but not for people working in retail, food services, child care, nor emergency medical technicians. Given that the definition of "affordable" is that an individual spends no more than 30% of one's annual household income on rent, this means that the monthly rent would be \$1,279 per month or less. This is hardly any different from what rent rates are now. The median rent in Shoreline is currently \$1,487. As an analogous approximation of the 70% AMI, 70% of that average rent would equal \$1,041. In my estimation, this would mean that rent could actually go up in price, even within the "affordable" units. This plan to incentivize developers really adds nothing to the available affordable housing. It only helps stave off a projected increase in rent prices. This benefits the apartment owners and developers, not the poor.

Earmarking 15% of the units for affordable rates is too a low figure, and 70% AMI is not affordable enough. The earmarked 15% of units should be helping Shoreline's lowest 15% of income earners, but 13.9% of people in Shoreline fall in the Low to Very Low income range, who will remain unable to afford housing and will be unaffected by this supposed increase in "affordable housing" from tax incentivizing. The bottom line is that these plans appear carefully crafted to slide through political process under the banner of affordable housing, while actually helping make developers a lot of money and exempting themselves from paying property tax, thereby hoisting the burden of generating new tax revenue onto the surrounding home owners who will receive no such tax break. I am afraid we are being hoodwinked by a bit of business slight-at-hand. I am in favor of affordable housing, but I do not believe the current tax incentive plan provides it, and if this is a mistake to offer these incentives, it is a mistake that lasts for 12 years.

Thank you for hearing my concerns. In summary, I believe micro-apartments and massive rezones will respectively change what it means to be low-income and middle class in Shoreline over the coming decades. I do not believe Shoreline's existing design and infrastructure can adequately accommodate a large increase in density without better accommodations for transportation and utilities. If there is to be rezoning, I believe it should be phased-in, contingent upon meeting these accommodations before development can take place. I am concerned that rezoning residential neighborhoods will take away important protections from our current Shoreline residents. I do not believe that the current property tax exemption incentives will adequately lead to affordable housing. Please reconsider the plans for a massive rezoning of Shoreline, as well as proposed property tax exemptions for developers.

Respectfully, Cory Secrist, PhD

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to phase zoning”, “Affordable housing”, “Cars and parking”, and “Growth management and sustainability” sections. You note that microapartments are not an allowed use in the light rail station subareas and it is also worth noting that the Property Tax Exemption would need to be extended to this area in order for developers to utilize the provision. MUR zoning does require development of a percentage of affordable units, which is an effective tool to incorporate affordability into market rate housing, but the City will also work with partners, including non-profit housing developers, to promote deeper levels of affordability. Specific information about affordable housing is included in Chapter 3.2 of the FEIS.

From: Parkwood Neighborhood Association c/o Chris Brummer

Received: February 18, 2015

Dear Mr. Szafran,

As stated in previous letters to the City, the Parkwood Neighborhood Association (PNA) fully supports and welcomes the arrival of light rail and the many opportunities for growth and improvements it will bring to our neighborhood and to the City of Shoreline. In previous letters from the PNA to the City, we shared our vision for Parkwood and the many improvements that we would like to see incorporated into development standards for the station subarea. In this letter, we focus our comments on the high-level issues that could result in significant changes to the character of our neighborhood and offer suggestions for how to reduce those impacts with tighter City control over rezoning that will still allow for increased density to meet the growing needs for new housing and services in the station subarea.

We support incremental increases in density in our neighborhood driven by regional population growth and the desire of future residents to live near the light rail station. This approach is more consistent with the recommendations in the City’s market analysis. The market analysis recommended a scale of development that is more economical in the near term, can create a strong sense of place, and that can “prove” the viability of the station area market and set the stage for higher density development in the future, if desired. We are therefore questioning the need for immediate rezoning of the entire subarea for development that may not occur for many generations, and instead would like to see the zoning occur in phases.

In short, we feel strongly that rezoning needs to occur in phases, and that each new phase be triggered when the preceding phase has succeeded without adverse impacts to the City's infrastructure and the environment.

We have heard from many of our neighbors that they strongly favor such a plan to phase in rezoning in the subarea to 1) first maximize the potential for Transit oriented development (TOD) proximal to the station while minimizing neighborhood impacts, and 2) to avoid spotty development that would impact many more adjacent single-family residences throughout the neighborhood for generations to come until full build-out is achieved.

Subsequent phases of rezoning (we suggest three or four) could proceed when previous phases are on track for build-out, market demand for new development in the subarea can be demonstrated, and funding has been secured for the necessary infrastructure improvements (e.g., sidewalks, traffic safety improvements, a new pedestrian bridge over I-5, improvements to Twin Ponds Park, sound barriers along I-5, and storm water improvements to Thornton Creek, which is at capacity now and floods Twin Ponds Park several times each winter). This would also allow impacts to our neighborhood's infrastructure and natural environment to be mitigated concurrently with development.

It is important that as the area changes, particular attention be given to improving the health of Thornton Creek and the parks in the subarea that are essential links within the Thornton Creek ecosystem. In Parkwood, Thornton Creek flows through a series of culverts and ditches before entering Twin Ponds Park and recharging its surrounding wetlands. The health of our parks is important not simply for the value of providing open space for residents, but because what happens in Shoreline, the headwaters of Thornton Creek, can affect the health of the entire downstream length of Thornton Creek, which as you know, is the largest watershed in the Seattle metropolitan area.

Although we applaud the City for its recent consideration of a phased approach to rezoning, we propose that the boundaries for the first phase be drawn in closer and limited to within three blocks of the station and also include existing commercial areas. We feel that this phased approach would supply enough units to meet the market demand for several decades, while confining the short-term impacts to a smaller area near the station and preserving the character of our neighborhood that we cherish. For instance, the City's market analysis for the subarea projected a demand of 500-800 additional dwellings through 2035. This is consistent with the number of new dwellings in the subarea we calculate using the City's assumed annual population growth rates of 1.5% to 2.5% and our assumed baseline of 1150 dwellings within the station subarea. In our letter to the City dated September 29, 2014, we showed how a modest level of rezoning in only a portion of the Parkwood half of the subarea could provide more than 1200 additional dwellings, which would meet the demand for additional units for the next 30 to 50 years after construction of the light rail station.

In addition to sharing these thoughts on phasing, we also make the following observations on traffic impacts, population and housing density, and development outside the subarea:

Traffic Impacts:

The DEIS states that traffic would increase under all alternatives but downplays the potential increases in traffic that would result from the higher density with the action alternatives by assuming more people would make use of local transit (busses) than would occur under the no-action alternative. We feel it is more likely that higher density under the action alternative will result in more cars on neighborhood streets because most people will continue to own cars and drive them around town for shopping and short errands. We think this should be considered in the City's traffic analysis so that the Final EIS reflects the impacts to traffic that are more likely to occur in our neighborhood.

Population and Housing Density:

The average density of 3.2 dwellings per acre in the subarea (zoned mostly R-6) reported on page 2-6 is misleading in that it infers that the development potential of the subarea under Alternative 1 is underleveraged, at only slightly more than half of the full build-out potential of 6 dwellings per acre. It appears that the density was calculated using the acreage of the entire subarea (approximately 1150 dwellings in roughly 360 acres), which includes parks, schools, churches, commercial properties, city streets, and the I-5 right of way. Because most of the single-family residential lots (R-6) are actually only about 1/5 of an acre, the average density of developable land (which should exclude parks, schools, churches, commercial properties, city streets, and highways) is more like 5 dwellings per acre (and perhaps higher after considering the small number of multi-family units in the subarea) – much closer to the currently zoned, maximum-allowed density of 6 dwellings per acre. We had to estimate the number of dwellings in the subarea and the acreage of the subarea ourselves because they were not reported anywhere in the DEIS.

What this means is that the subarea is nearly at full build-out now, and there is insufficient space for the additional 1,133 households projected to be added over the next 20 years under current zoning, even if all of the churches and commercial properties were developed for residential use and a handful of the available larger lots (mostly east of the station) were split and developed. This is relevant because exaggerating future growth under the no-action alternative lessens the relative impacts of the action alternatives evaluated in the DEIS.

Further complicating the matter is the fact that the population, number of households, and employees listed in Tables 2-2, 2-3, and 2-4 for the roughly 360 acre (our estimate) "subarea" were actually tabulated for the combined Traffic Analysis Zones (TAZs) shown in figure 2.1, an area roughly three times the size of the station subarea. We ask that the final EIS calculate the existing density (dwellings per acre) using the area of buildable land in the station subarea where the rezoning is proposed and that a consistent definition of "subarea" be used throughout the document to avoid confusion. We also ask that the City justify how the existing zoning in the station subarea could accommodate a doubling of the number of households in the next 20 years.

Development outside of the Subarea:

The potential for new development in the subarea and the assumptions for the quantity of new units that light rail would support in the subarea seem inflated because they do not consider mixed-use development that is already occurring within one mile of the proposed station (e.g., Malmo on N 152nd Street off of Aurora, Aurora Square, and Tressa on Linden Avenue N at N 143rd Street. It seems more practical to encourage development in these areas (and more likely for it to occur there first) because they are currently vacant and/or already zoned for high density – and it would potentially delay the unnecessary displacement of hundreds of single-family homes in the neighborhoods surrounding the station.

We feel that the action alternatives should be considered bookends for full build-out in order to evaluate the greatest degree of impacts in the DEIS and should not be adopted as the Planned Action Ordinance for rezoning without carefully examining a phased approach to rezoning within the subarea. We believe the adopted plan needs to be consistent with the phased rezoning implied by the market analysis and that it is a plan that current residents see as achievable. We encourage both the Planning Commission and the City Council to adopt carefully planned phases that can be monitored to ensure their success.

Lastly, we want to say that we very much appreciate the work done by the Planning Commission, the City Council, and the City staff. We also appreciate this opportunity to provide input. We are confident that by working together we can ensure that the rezoning will serve to improve the quality of life in not just our neighborhood, but in the entire City of Shoreline.

Sincerely,

Parkwood Neighborhood Association Board Members:

Chris Brummer

Katie Schielke (Chair)

Michelle Morgan

Yoshiko Saheki

Robin Lombard

Jennifer Cohen

Mara Calhoun

Stephanie Watanabe

John Featherstone

Chris Goodman

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Request to phase zoning” and “Cars and parking” sections. Additional information about housing and traffic is included in Chapters 3.2 and 3.3 of the FEIS. The City appreciates the work of the Parkwood Neighborhood Association.

From: Jan Helde**Received: February 19, 2015**

Planning Commission:

I do not know how much latitude you have in making changes to the three proposed alternative maps, but I will ask you to consider the neighborhood, consider the existing infrastructure, and compare the likelihood of the city planners artist rendering of what could be to what is more likely to be the end result.

1) You have in the **compact plan MUR 85 or 7 + story buildings**, or in the **connecting plan MUR 65 or 5+ story buildings** being built next to light rail.

Pro – you can get the 700 new units that some say Sound Transit wants near the station and thereby maybe getting more money for Shoreline for further development.

Con - the majority of the public is against both of these proposals –

Con - buildings with this large of foot-print will need a lot of single family lots to build and that may take years for a contractor to obtain –

Con – 5th Avenue will become a major thoroughfare causing overflow onto 7th and 8th which are even less equipped for more traffic.

Con – 145th is still a big question and until that is figured out, just planning the light rail is going to cause a huge bottleneck.

Comment – as of right now, buildings that are 5 story are found on 15th and Aurora, buildings that are 7 story are only found on Aurora.

Buildings this large are meant for cities, not Ridgecrest which is a single family neighborhood.

Compromise - rezone this area to MUR 45 or 4 story buildings. The foot-print is considerably smaller and would take less time to obtain enough land to build, this size would blend more with the neighborhood, there would not be as much increase the traffic as with a 7 story building.

Comment – I understand that in an area zoned for MUR 85 or MUR 65 does not mean that a 7 or 5+ story building has to be built there, but even the idea of something that tall being “allowed” to be built has a negative impact on the public. So why not downsize to something that can be more easily tolerated by the public and has a better chance of being built within the next 10 – 20 years.

2) You have in the **compact plan you have MUR 85** or in the **connecting plan MUR 45** building planned for 8th Avenue.

Pro – sorry I cannot think of any.

Con – same as above, as well as the high voltage lines that are located on both side of 8th Avenue. The lowest wire is about 50 feet, with the highest wire about 75 feet. I am not a builder, but to me, it would seem unlikely that a developer would want to construct a building around high voltage lines.

Con – 8th is a 25 mph street and with more traffic, the speed will only go up with the increase in traffic. This is also next to a park where a lot of kids play and walk to. Do you really want to increase the speed around that?

Comments – Your current maps show trees and sidewalks on 8th. When we asked for speed bumps or round-abouts to slow traffic, we got nothing.

Compromise – make 7th and 8th avenue part of the second phase which takes place in 2034 and only have it increased to MUR 35. If your first phase is a success, then the 2035 city council can look into changing the zoning.

Please consider scaling down your maximum zoning, reduce the overall foot print for the first phase, and make this redevelopment of the neighborhood something that will blend and not be an eyesore. The photos that have been circulating of 7 story buildings show the surrounding area as a developed city, not a neighborhood. Look at 5th Avenue in Maple Leaf, they have several story buildings with small business owners (art store, dog grooming, restaurant) on the lower levels and residence above, with residential streets on either side of 5th. With smaller buildings and slower growth you may win over more of the public, but still provide the structure for increased density, and increase the likelihood of actual construction, as well as provide increase ridership for Sound Transit.

Thank you for your time and your consideration.

Jan Helde
Ridgecrest

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Factors that influenced potential zoning scenarios” and “Request to phase zoning” sections. The potential to phase zoning is discussed throughout the FEIS.

From: Sarah Jaynes

Received: February 19, 2015

In my February 12th comments that I send to the Shoreline City Council I wrote, “I resent the generalizing done of large demographics of the population. I am a Millennial. I am an older Millennial in her thirties. When I was younger I did live in Seattle and did enjoy an urban lifestyle. When my husband and I started a family though we had different lifestyle needs and chose to move to the suburbs for the amenities Shoreline could provide. In fact, all the millennials I know have bought single family detached homes when they started their families. We aren’t descendants of the Rockefellers either but middle class America. I hope that when you generalize what Millennials like that you control for Millennials without families and those with. Suburbs were created and became popular for a reason. The reason why people chose them HISTORICALLY are still the same reasons people are choosing them today. Don’t millennials deserve the same good schools, yards and safe and peaceful neighborhoods as previous generations have/had?”

Well it appears my personal experience may also be the reality for the majority of Millennials. A study was brought to my attention done by the National Association of Home Builders with the following excerpt, “A whopping 75 percent of this generation wants to live in single-family homes, and 66 percent of them prefer to live in the suburbs. Only 10 percent say they want to stay in the central city. Compared to older generations, millennials are more likely to want to live downtown, but it’s still a small minority share.” You can read the study yourself at http://www.nahb.org/news_details.aspx?newsID=17094.

This caught my attention so I spent five minutes on Google I used the search term “where do Millennials want to live when they start a family” and found some other articles/research.

Maybe you’ve heard of the Wall Street Journal? It quoted the same survey from the NAHB that 66% of Millennials want to live in the Suburbs.

<http://www.wsj.com/articles/millennials-prefer-single-family-homes-in-the-suburbs-1421896797>

Please check out the following links also.

<http://www.demandinstitute.org/sites/default/files/blog-uploads/millennials-and-their-homes-final.pdf>

<http://www.theatlantic.com/business/archive/2015/01/young-americans-yearning-for-the-suburbs-stuck-in-the-city/384752/>

<http://www.baconsrebellion.com/2014/09/millennials-want-a-new-kind-of-suburbia.html>

[http://www.phillymag.com/citified/2015/01/28/millennials-actually-love-cities-just-broke-](http://www.phillymag.com/citified/2015/01/28/millennials-actually-love-cities-just-broke-leave/)

<http://www.redfin.com/research/reports/special-reports/2014/where-do-college-educated-millennials-live.html>

These were literally just my first few search results. Maybe you should spend five minutes on Google also and do some of your own research. Lots of the data out there is contrary to what you have been relying on when making your massive rezoning plans.

Thank you.

Sincerely,

Sarah Jaynes

Very Concerned Citizen of City of Shoreline and Registered Voter

Response:

The City acknowledges that the decision to start a family influences people's housing preference, and that while many younger Millennials tend to prefer urban settings and amenities, many will also be drawn to Shoreline because of the city's schools, parks, and light rail stations. Another factor that influences housing choice is affordability. Light rail stations will increase demand for housing and if the supply remains the same because zoning does not allow styles other than single-family detached, basic economic principles dictate that prices will rise, likely to a level that many Millennials and others will be unable to afford. Allowing for a variety of housing choices within the subareas will hopefully create styles that are appealing and affordable to a variety of households of all generations. Housing is discussed in greater detail in Chapter 3.2 of the FEIS.

From: Jason and Quiana Hennigan

Received: February 19, 2015

We encourage the Planning Commission to slow down their process on the redevelopment of the 145th Street area, and better consider how the proposed changes will affect current residents, not hypothetical possible future residents of the area. We urge the Planning Commission to come up with concrete proposals to directly address the concerns expressed by the current residents.

The entire City process around the 145th Street Light Rail Station has been too rushed and has not taken into account residents' concerns. When the "Compact Community" map consists of massive swaths of 85' height buildings, it's clear that current residents are not a concern of the planners.

I would ask the planners, how would you feel about 85 foot tall buildings blocking out the sun at your house? These massive upzones are rushed and a bad idea. Residents of Ridgecrest are for Light Rail and pro-development, but trying to force a zoning plan for what you hope the area might look like in 30 years is poor policy and bad for the people most impacted, the folks living in the area.

If there is to be any upzoning in the 145th area, it should be phased in, and it should not happen before the City has an appropriate plan for traffic and utilities in the area. Traffic is already a safety issue in the 145th Street Station Subarea; changing zoning to encourage additional development without a solution to even our current traffic and pedestrian issues is dangerous and short-sighted.

Suggesting that traffic will go down this street or that does not address the specifics of how the city will manage traffic. There is no concrete proposal on how to improve safety or increase capacity on the roads within the subarea. In addition, 155th street is a residential street, not a connecting corridor. It is being treated in these plans as though it should be a massive thoroughfare, when in reality, 155th is a residential street lined by: single family houses, two parks, a school, and churches. Traffic should be moved off of 155th, to 145th and 175th, the actual Connecting Corridors in the area.

I encourage the planners to spend some time at Paramount School Park, and note how pedestrians have trouble crossing the road to get to the park because drivers are going too fast and don't want to stop for them. Or try to cross 10th Ave on a weekday morning at 155th, and see how often pedestrians are close to getting hit there because the drivers aren't paying attention to them as they shortcut between the Connecting Corridors of 145th and 175th via 10th Ave.

Current residents are most concerned about traffic, pedestrian safety, environment/green spaces and building height. Before rezoning occurs, the Planning Commission needs to address citizen concerns with plans that directly address how the city plans to deal with these issues using concrete examples of specifically what action will be taken. Proposals including potential schematics for road expansions, smarter traffic lights, or improved utility lines should be provided for the City, Planning Committee, City Council, and citizens before ambitious large-scale rezoning occurs. Without some concept of how to directly and literally resolve or mitigate with these areas of concern, there cannot be a reasonable decision made on rezoning. Please slow down your process to allow for informed and thoughtful decision making.

Jason and Quiana Hennigan

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Factors that influenced potential zoning scenarios”, “Why plan/zone now”, “Request to delay decision-making”,

“Request to phase zoning”, “Cars and parking”, and “Growth management and sustainability” sections. Additional information regarding traffic and parks is included in Chapters 3.3 and 3.5 of the FEIS.

From: Ruth Williams, President, Thornton Creek Alliance

Received: February 19, 2015

Dear Mr. Szafran:

TCA supports non-automotive modes of travel and Sound Transit plans in particular as a way of mitigating pollution and the environmental damage that goes with urban sprawl. We applaud the City of Shoreline’s work in cooperating with Sound Transit.

Unfortunately each of the up-zone scenarios is deficient in open space designations or even a clear statement of acquisition mechanisms and goals. Without greater specificity, the city staff reassurances that expected increases in runoff will be mitigated in the development phase, ring hollow. We understand this was done to avoid further alarming the affected communities by the likelihood of additional rezoning and eminent domain actions, but it makes it difficult for us to offer specific suggestions. We hope you will give consideration to our broad-stroke recommendations as well as the specific ones which we have stated here.

- When planning for the additional open space commensurate with projected increased density, please try as much as possible to construct greenspaces that can serve as areas for tree replacement and accommodate all or most of the stormwater control. Any and all Environmentally Critical Areas and FEMA identified liquefaction zones can be used for these purposes. Greenspaces serve not only inexpensive eco-functions, they also create habitat and places for community enjoyment.
- Trees are very beneficial in controlling stormwater, cleaning the air, and providing respite from the city hardscape, yet many of them will be removed in the process of light rail construction and accommodating the residential up-zones. Please replace trees at a three to one ratio.
- Low Impact Development should be the iron-clad rule for all new construction. Permeable paving, rain gardens, LEED construction methods, and green roofs on certain categories of buildings should become routine practices in order to compensate for the significant increase in run-off that will occur.

- In protecting Thornton and Littles Creeks, for the sake of filtration and habitat development, it is important to provide natural area buffers and transitional zoning that will develop and preserve the hyporheic zones of these waterways. The area south of Paramount Park would be an ideal site to construct a Green Grid Trail as well. A new box culvert in Paramount Park at the site of the pedestrian bridge over Littles Creek would be a great help.
- Please enhance and provide transitional zoning for the existing greenspaces and natural areas at Twin Ponds, Paramount Park, Littles Creek, and the 152nd St. Wetland. Additionally, the wetlands east and north of Twin Ponds Park must have their buffer zones respected as defined in the City of Shoreline Municipal Code. Please rebuild the hyporheic infrastructures, replant, and increase the size of these places in order to create larger contiguous natural areas.

TCA requests legal standing as a party of record and would appreciate being added to your list for notices. Thank you very much for your consideration.

Sincerely,

Ruth Williams, President
Thornton Creek Alliance

Response:

Many of the topics you address are covered by existing code language, either through the City's stormwater or Critical Areas regulations. Existing policies and regulations of the City of Shoreline and State of Washington, as well as those of the federal government protect wetlands, streams, and high priority habitat areas such as Twin Ponds Park and Paramount Open Space. Site development regulations administered through the City, which apply Washington State DOE stormwater requirements, strictly mandate practices to protect water quality and reduce flooding. Development projects must utilize Low Impact Development techniques unless they are proven infeasible. The City's Critical Areas Ordinance protects fish and wildlife habitat, wetlands, and their buffer areas. Trees in critical areas and their buffers are regulated as "protected trees" regardless of zoning.

From: Sigrid Strom

Received: February 19, 2015

Members of the Planning Commission:

First, please let's be clear that no one fails to see the need for accommodating increased density over time in the City of Shoreline. The issue is how much and when and how to incorporate it.

Let's also be clear that there is an economic incentive here for many involved parties who wish to use any projected increase in density as a means of increasing economic returns to the City itself and to various types of investors. The issue in any scenario that the City or others might envision is how projected short-term gains compare to projected long-term gains, taking into account a variety of factors that include but are not limited to: how much and over what period of time is there economic gain and to whom is any economic gain going, what are the increases in costs for City services relative to any gains to the City over the long run, how many jobs do we want to generate within the city relative to the size of the population, do we want to generate livable wage jobs or minimum wage jobs, and do we want revenues from commercial enterprises to stay within the city and region or to be funneled out of the city to national franchises or corporations. These are just some of the strictly economic factors to consider. I point these out specifically because of the overwhelming emphasis in this and other City plans on mixed-use development, which seems to be viewed as a panacea for accomplishing economic growth. It isn't. It's a developer-driven growth model that requires huge increases in residential population to support its associated retail commercial development.

Potential economic gain, not the need for increased density, is the driver for the City's effort to adopt one of the planned action alternatives proposed in the 145th Street Light Rail Station Subarea Plan DEIS. However, there are other ways to achieve economic growth and accommodate necessary increases in residential density that can also address constructively the desire of subarea residents for a balance of economic development with social equity and environmental sustainability. The City would have residents believe that we can only have economic growth and amenities like community gathering places, walkable neighborhoods, local neighborhood businesses, and so forth with development plans like the ones currently under consideration. With all due respect, that's just plain ridiculous.

It's a gross overstatement for the City to say that people aren't happy with the alternatives presented in the draft EIS because "they are afraid of change." How demeaning and disrespectful that attitude is. And how easy it is to dismiss opposing ideas when the people who are expressing the ideas can be dismissed in this way. How people respond to change depends in large part on whether their concerns, needs, and values are being addressed.

What is very troubling in general is often a lack of actual data or inadequate data to support proposed elements of the plans (for example, inadequate financial data, assessments of economic scenarios that are too narrowly focused, inadequate data with respect to surface or groundwater conditions, questionable data with respect to likely population growth over the time frame encompassed by the plan, as yet unavailable data with respect to solutions for revamping the N.E. 145th Street corridor, and so forth).

Also troubling is the frequent use of certain terms or buzz words with no real definition of what they mean in terms of planning:

walkability (Does its use in planning discussions or documents reflect the actual needs of the population with respect to getting from home to jobs outside city or to jobs within the city or to recreational and social venues or to retail outlets anywhere in the city or to local neighborhood businesses?)

mobility (Does its use in planning discussions or documents reflect the actual needs of people to get around within the city itself, or to the need to just get somewhere else outside the city? Does its use here reflect a diversity of options, not just bus and light rail mass transit and bicycles?)

low income (Income below what level? Does its use in planning discussions or documents reflect the diversity of lower-income populations in terms of their housing needs and wants?)

senior housing (Which looks like what? Does its use in planning discussions or documents reflect the diversity of senior populations in terms of their housing wants and needs?)

family housing (Does its use in planning discussions or documents reflect the diverse needs and wants of families or the actual research and studies that talk about environments that support healthy families and healthy social communities? Are the needs of actual families being considered, or are we just stuffing people into a building and maybe placing a jungle gym somewhere on the property?)

multi-unit residential buildings (Who are we thinking are going to live in these units or are going to want to live there? Does its use in planning discussions or documents reflect the diversity of needs and wants in the general population? Is this type of housing viewed as long-term or “permanent” housing for residents or as transition housing for particular population groups?)

younger people (Which are who? Does its use in planning discussions or documents reflect the diversity of this population?)

In addition, it's disturbing that both the intent and context of the earlier Southeast Neighborhoods Subarea Plan have been almost completely ignored in developing the current alternative scenarios. The subarea's Citizen Advisory Committee (CAC) had determined the purpose of the subarea plan to be the following:

"To identify valued quality of life characteristics of the S.E. Subarea, to identify existing problems or issues that require attention from the City, to identify what level of increase in residential and business density is reasonable and desirable in the subarea over the next 20 years, and to identify means of *accomplishing changes in density with maximum benefit to and minimum harm to the existing quality of life.*"

The thrust of the CAC focus was on neighborhood characteristics identified as being ones that members of the CAC and neighborhood residents valued and wished to preserve, such as the following:

Retention of a unique neighborhood identity

A solid and thriving social fabric of social networks

Diversity that is expressed in the resident demographics of the area, in the available housing, and in the available recreational and social opportunities

Attractive, *livable*, flexible housing

A balance of environmental sustainability with social equity and economic development

Small-scale retail and personal service uses in designated areas to accommodate the everyday needs of nearby residents

Parks and open spaces

The current alternatives presented in the 145th Street Light Rail Station Subarea Plan DEIS fail in almost all regards with respect to addressing underlying planning issues (such as unanswered questions with respect to various options for stimulating economic growth, creating social capital, balancing environmental sustainability with economic development, creating innovative modes of transportation within and from and to the city). The City has failed to adequately address and present the total impact of all currently proposed upzoning in various city neighborhoods, the cumulative impact of the 145th and 185th plans on the city as whole and on neighborhoods between the two subareas, and failed to address the impact on adjacent Seattle neighborhoods and other adjacent communities such as Lake Forest Park.

The rush to upzone without any clearly substantiated need for doing so at this point in time is without merit, especially without the use of criteria for phasing in greater density and without input from both the Final Light Rail 145th Street Transit Center Station EIS and the final recommendations from current discussions among the major government entities with respect to the N.E. 145th Street corridor.

I support voting down both proposed rezoning alternatives in the 145th Street Light Rail Station Subarea Plan DEIS. The combined impacts of the proposals for N.E. 145th Street and for N.E. 185th Street are so massive that it might be advisable to let the entire community weigh in on the subject. The impacts will be citywide, that is certain.

Respectfully submitted,
Sigrid Strom, Shoreline resident
Former member of Southeast Neighborhoods Subarea Plan CAC

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Why plan/zone now”, “Request to delay decision-making”, and “Growth management and sustainability” sections.

With regard to your question about definitions, “multi-family”, “low-income”, and “walkability” are defined in the Glossary in the Appendix of this FEIS; “family”, “mobility”, and “younger persons” are not, but all are discussed throughout the FEIS.

From: 145th Street Station Citizens Committee**Received: February 19, 2015**

Members of the Shoreline Planning Commission,

On many occasions over the past 18 months the members of the 145th Station Citizens Committee have been asked to provide input on the plans for the 145th subarea plan. This letter presents feedback from the members, many of whom have been participating since the group was formed in August, 2013.

In two design workshops, and in the months before and after, we acknowledged the need for greater density and low-income housing and came up with pictures and design elements for 3-story buildings as well as parks, trails and other amenities. Some of the members of the committee put a lot of energy into this process. So we were surprised (and some were angry) when the proposal for the subarea plan came back with eight-story buildings. We residents were thinking about the near term (the first 20 years or so) but it turned out that hasn’t been the focus of the City’s planning process. Those of us who live here now have several concerns related to near-term impacts that we’d like to put on the record.

First, many of us are uncomfortable with what we feel is a “rush” to upzone the entire area. We understand that we need to plan for greater density, but not the need to upzone a large swath of the neighborhood this year to a density it is not expected to reach for 60 – 100

years. As one neighbor put it, “Why are we on this timeline and what are the consequences of not meeting this timeline?” Yes, we need to have a plan on the books for grant funding, but do those funding decisions hinge on large zoning changes being in force by June 2015?

The proposed zoning changes are larger than any of us expected. It has been explained that the “full build-out” won’t be seen for 60 – 100 years. In that case, we would favor a plan that gradually phases in zoning over those years for full build out. Also, we believe that phasing in zoning changes should be tied to specific milestones such as utility, storm water and traffic improvements. We also feel a smaller first step in rezoning would be in line with the market analysis that was done for the subarea plan.

Another aspect of the DEIS that many of us are concerned about is the plan for 145th Street itself. Note that the DEIS did not address traffic along 145th, but instead deferred to the Route Development Plan, which isn’t finished yet. The city staff have communicated to us that one project will inform the other, and maybe that is the best case that can be achieved in this situation. However, we don’t think it makes sense to rezone anything along 145th street until both plans are synchronized. How will the livability of communities be defended during a potentially longer development period of two separate projects (updating of 145th and building construction in a rezoned area)?

In addition, we would like to see the development focused, at least initially, as suggested in several letters to the planning commission. We have seen the newly proposed Map E, but feel it extends MUR-85 too far from the station. We have today a living example of how MUR-85 zoning might impact existing residents. The Polaris at 185th and 12th has impacted neighbors in terms of both parking and unwanted lighting. We feel that at least initially, MUR-65 or MUR-45 would be more appropriate.

Lastly, we would like to see single family homes as a permitted use in all upzoned areas. It’s unclear exactly what will happen to single-family homes in the different upzoned neighborhoods in terms of value and salability – no one can say for sure. This is a special concern for many neighbors who plan to continue to live in their homes after the light rail arrives. We feel that allowing single family as a permitted use provides more options to the current homeowner than not allowing it.

As a result of all the above issues, we would like to request a delay of any recommendations from the Planning Commission to the City Council until at least April, when the Sound Transit FEIS comes out. We believe it will be important to know – for us as well as the Planning Commission, City Staff, and the City Council to know – what Sound Transit requires or will pay for before any action is taken regarding zoning around the station.

The members of this committee want to live in a vibrant community. We want the plans for the 145th sub area to reflect residents’ desire for gradual change and appreciate that you represent our interests in matters of City planning. We are participating on this committee so

that we can provide a neighborhood voice to guide and support you in your decision-making. Thank you for taking the time to listen to what we think is best for the future of our neighborhood.

Respectfully,
Robin Lombard
For the 145th Station Citizens Committee

Response:

General substantive issues are discussed in more detail in the “Common themes of DEIS comments” section at the beginning of this chapter; specifically, in the “Factors that influenced potential zoning scenarios”, “Why plan/zone now”, “Request to delay decision-making”, “Request to phase zoning”, and “Cars and parking” sections. Some of the concerns you and the committee raised were addressed through Council’s decision to take a break in subarea planning until completion of the 145th Street Corridor Study and their direction to analyze a fourth alternative and a phased approach to zoning in this FEIS. The City appreciates the work of the 145th Station Citizen Committee.

April 7, 2016 Written Comments on DEIS Zoning Alternatives**From: Cynthia Knox****Received: April 7, 2016**

Parks preserve critical wildlife habitat. As our nation develops and our rural, agricultural and forest landscape is being lost, open space and wildlife habitats are disappearing at an alarming rate. The connected network of local, regional, state and national parks across our country provide permanently protected wildlife habitat corridors for thousands of indigenous and migratory wildlife species. In addition, stream valley parks and community parks allow natural wildlife to coexist with people while providing enjoyment and educational opportunity for children and families.

More importantly, parks and public lands also provide groundwater recharge areas, FLOODPLAIN protection, natural sound barriers, storm water protection from wetlands, reductions in heat island effects, and carbon uptake from abundant trees and vegetation. Parks keep our living environment healthy.

Paramount Park and the 145th subarea also includes wetlands.

Environmentalists, biologists and others concerned about the health of the planet and its inhabitants recognize the key role wetlands play in life on Earth. The EPA points out that, besides containing a disproportionately high number of plant and animal species compared to other land forms, wetlands serve a variety of ecological services including feeding downstream waters, trapping floodwaters, recharging groundwater supplies, removing pollution and providing fish and wildlife habitat.

According to Wetlands International, a global non-profit dedicated to the conservation and restoration of wetlands around the world, wetlands are on the “front-line” as development pressures increase everywhere. “Wetlands are vulnerable to over-exploitation due to their abundance of fish, fuel and water,” reports the group, which works on the ground in 18 countries to educate the public and policymakers about the health of local wetlands and to advocate for better policies. “When they are viewed as unproductive or marginal lands, wetlands are targeted for drainage and conversion.”

“The rate of loss and deterioration of wetlands is accelerating in all regions of the world,” the group adds. “The pressure on wetlands is likely to intensify in the coming decades due to increased global demand for land and water, as well as climate change.”

The widespread expansion of development in the U.S. in recent decades has brought the issue of wetlands loss to the forefront of debates on zoning and land use planning. One of the key and underlying issues is concern about endangered species: More than a third of species on the U.S. Endangered Species List live only in wetlands and almost half use them at some time during their lifecycles. Any change to existing wetlands negatively impacts the current animal species. We must refrain from messing further with the gift of Nature here in Shoreline in Paramount Park area!

Cynthia Knox

Response:

The impacts to Parks from the proposed subarea plan are discussed in detail in Chapter 3.5. Impacts to wetlands and wildlife habitat are discussed in Chapter 3.4. The DEIS addendum supplements these chapters, specifically in relationship to Paramount Park. As noted in these chapters, the City recognizes the important roles parks play in the community, not only for the provision of recreation but as a source of wildlife habitat and a means for protecting natural areas. Existing park acreage will be preserved and the mitigation measures reflect the need for further park development. The protection of the functions and values of wetlands and wildlife habitat is required under both state and local law and will be addressed through the City’s newly updated Critical Areas Regulations, SMC 20.80.

Nan Nalder**Received: April 7, 2016**

Mr Szafran:

My name is Nan Nalder. I am submitting these comments on the "Otak, Inc. 145th Street Station Subarea Planned Action Draft Environmental Impact Statement, January, Shoreline, WA. Prepared for the City of Shoreline, Washington", required citation, [145th St. Station DEIS] at the request of my son, Eirik Nalder. Eirik is a resident of Shoreline: 929 N 178th Street / Shoreline, WA 98133. Eirik has been active in the meetings and review of documents pertaining to the proposed 145th Street Station Subarea Planning activities. We have discussed at length the proposed action and Eirik asked that I prepare the following comments on the 145th St. Station DEIS to document those discussions.

By way of introduction, I served for several years drafting environmental documents for several federal agencies, including the Region X Environmental Protection Agency [EPA] where I reviewed submittals of EIS documents and related documents, including documents prepared pursuant to the Washington State SEPA process. My review is primarily based on procedural aspects of the subject. It is now 4:00 PM on April 7, 2016, and I have run out of time. Should the City be interested in further discussion, I am available.

I am submitting these comments in support of my son's concerns regarding the proposed action.

Sincerely,
Nan Nalder, MPA

GENERAL

Request for Issuance of a Revised DEIS Prior to Final Decision

As noted below in these "GENERAL" and "SPECIFIC

What is the purpose of this 145th St. Station DEIS?

Based on my review of the document, the purpose is not clear. Is the DEIS about Ordinances and Zoning presumed on a prior decision to site the 145th Street Station, or is it about siting the station?

Is the 145th St. Station DEIS "Tiered" Off of Prior Decisions?

It appears that the subject Draft Environmental Impact Statement [DEIS] is "tiered" off of another document, if not several. However, there is no discussion of "tiering" in the text of the subject document. There are references to prior documents, but there is no clear description, nor etailed citations within the text, describing how decisions made in prior documents relate specifically to this 145th St. Station DEIS. Please provide a detailed "roadmap" showing the reader how all of the prior decisions relate to the subject DEIS.

Are Federal Funds involved in the proposed action?

Based on my understanding, there are Federal funds involved in the proposed regional transit system. If so, please discuss inclusion of Federal funds and how this document complies with the requirements of the National Environmental Policy Act [NEPA].

Prior Decisions:

There are many statements to the effect that "This DEIS assumes that the light rail station would be implemented with or without zoning changes in the subarea." [FACT SHEET I Page FS-1; Proposed Action and Alternatives] However, there is no clear description supporting this assumption. Please provide a clear description documenting prior decisions and matters yet to be decided.

Use of "will" vs "would" at DEIS Stage:

Related to the above question, at this stage that being a DEIS, of a project proposal the reference to potential future actions ought to state "City would". However, throughout the 145th St. Station DEIS the document states consistently that the "City will". Is there an action taken by the City as regards "will" vs "would" that is not disclosed in the subject document? Under SPECIFIC COMMENTS in the table below I identify some examples of where the use of "will" rather than "would" as regards the subject action is presented. Because the document is replete with the use of "will", I do not identify every example of this. Please reissue a version of this DEIS that clearly identifies prior decided actions as opposed to the proposed actions presented in this DEIS.

Consideration of Alternatives:

Related to the above two points, Chapter 2 - Description of the Alternatives includes a presumption that the City will accept and take future actions on a pre-selected alternative. This flies in the face of the purpose of presenting alternatives to a proposed action. The very heart of an environmental assessment of is consideration of alternatives. Because the text of this document states "will" where it ought state "would", the reader is left with a great deal of confusion regarding what are completed decisions affecting this proposal, and what is open to comment and a decision yet to be made.

Selection of Alternatives

How were the three alternatives selected and agreed to? There is no discussion of how the presented alternatives were developed, nor agreement as to the adequacy of the alternatives.

The "Elephant in the Room" - Effect on Cost of Housing

How will the City of Shoreline assure that the cost of housing - with or without the new station - will provide housing that is "affordable"? Housing in the area is presently deemed affordable as regards comparison with what has happened in other locations where transportation is enhanced.

My son would be priced out of the market if cost of rentals exceeds \$875 a month. Many others would also be adversely affected should what has happened in Seattle happen in Shoreline. How will the City address those who would be pushed out of the area based on the drawings showing enhanced housing in the area? Bottom Line - What does the City of Shoreline consider to be "affordable"?

Lack of Citations

There are numerous statements inserted within the text that are not cited. Analysis is often based on adoption of such statements. Analysis of information is questionable if citations are not provided.

NOTE: both SEPA and NEPA require citations where statements are not those of author of text.

SPECIFIC COMMENTS

The below table identifies some of the references to my General Comments above. This is not a complete list as I had only a few hours to read the subject DEIS and identify some of the specific locations within the document that present documentation of the above General Comments.

PAGE	SECTION PARAGRAPH	COMMENTS
FS-1	Proposed Action and Alternatives	DEIS assumes that light rail station would be implemented with or without zoning changes. Is the DEIS about Ordinances and Zoning, or about siting? If the City found that the proposed station in the proposed location would not be in the best interests of residents, how would residents' preferences be considered given that most of the document presumes that the City "will agree, rather than "would" consider siting of the light rail station and related development?
FS-2	Location	Reference is made to a separate public process for the Lynnwood Link Extension and a preferred location for the light rail station in Shoreline. Discussion is posed as "potentially" to be built in Shoreline. Then there is a statement of "the City of Shoreline supports the station location included in Sound Transit's preferred alternative..." is there a separate document that discusses this "support" and a related SEPA document?
1-1	1.2.1 Purpose and	Pp1 – How does the DEIS address potential adverse impacts on renters in the area. People are

	Background	<p>being pushed out of currently “affordable” housing due to the extreme growth in the Greater Seattle Area.</p> <p>Reference to zoning provisions in the subarea. Section presumes that the proposed action would proceed due to use of language “will adopt” in this section. Is the DEIS to address real alternatives to the proposed action, or is this related to zoning and ordinances based on some prior approval? Use of “will” throughout this section is presumptive as the action is still based on selection of one of the three alternatives.</p> <p>Pp 3 – <i>“The City will adopt the 145th Street Station...”</i> Presumptive as the DEIS is based on the City’s future action.</p> <p>Pp 4 – discusses adoption of the Planned Action Ordinances and notes <i>“that offer additional housing choices...”</i> How and where in this document does the City address those who would be pushed out to higher cost rent due to development. The graphics that show new development present much higher cost housing in the area.</p>
1 – 2	1.2.2 Subarea Location	<p>Pp1 – <i>“The City of Shoreline supports this proposed location...”</i> There is no citation to this statement. How does prior support enable a fair evaluation of a proposed action?</p> <p>Pp2 – What is the “policy direction” and how does such an element relate to the consideration of alternatives?</p>
1 - 4	1.3.1 Planned Action	<p>“the City of Shoreline proposes to designate the 145th Street Station Subarea Plan as a Planned Action” Where is the reader referred to listed related actions? Where is documentation of future decisions provided?</p>
1 – 4	1.3.2 Prior Environmental Review	<p>Please provide information within this document that ties the proposed action to prior environmental review. The paragraph does not provide citizens with adequate direction.</p>
1 – 6	DEIS Comment Period	<p>Dates within this document reference 2015. It is now 2016. Please provide and updated</p>
1 – 7	1.7	<p>Please define “affordable housing”. Is there agreement within the City regarding what is “affordable”?</p>
1 – 8	Schedule	<p>Schedule is very out of date. Please provide an updated schedule.</p>
1 – 10	Overview of the Alternative	<p>pp.2 <i>“the City acknowledges that many residents would prefer the No Action scenario; however that would not implement local and regional policies regarding densities that support neighborhood serving businesses and transit in future station areas.”</i> Just because the City has</p>

		this preference, this assumption is not valid in an attempt to refute support for “No Action”. Recommend that further in-person discussions is required. As stated, does not support SEPA review.
1-12	Significant Areas of Controversy... Change in Character...	While areas are briefly discussed, text does not adequately identify options for how to address these areas. Discussion of property values underwater is strange as it is not the role of local government to bail them out.
1 – 13	Change cont’d	“the City acknowledges that even though a decision to stay or sell is entirely up to the property owner,...” “The purpose of this EIS analysis [it is a DEIS!] is not to presume that all impacts...” “it is not to sugar-coat undesirable consequences of transportation...” Looks like these sections were copied from another document. – Out of place here.
1 – 14	The Pace of Redevelopment	Pp 2 – “the opportunity and potential for growth in the 145 th Street Station Subarea would be higher with the adoption of the proposed mixed use zoning...” Assumption prior to decision! Not the statement of evenness that is required in a DEIA.
1 – 14		Statement in bold type face: <i>“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.”</i> Statement is not referenced, who and where was this quote presented?
1 – 15	Available Funding for Infrastructure Improvements	Unless the City has approval for funds envisioned in the proposed action, residents of the City will suffer. How do you assure that the City will have funds to plan for exponential growth?
1 – 15	1.9 Significant Unavoidable Adverse Impacts	Again, there is a presumption that the transportation system will proceed with or without adequate funding.
1 – 15	Land Use Patterns, Plans and Policies	Pp2 – <i>“Impacts on land use compatibility would be mitigated with implementation of design and transition standards in the City’s Development Code...”</i> There is no consideration in this section of how development and funding would be staged. A lot of words, but no plan.
1 – 16		What are the jobs to housing ratio goals?
1 – 16	Multimodal Transportation	How would significant and negative impacts due to increase in traffic be considered and mitigated? <i>“The rate of growth and change in the subarea would occur very gradually, over many</i>

		<i>decades.” Seattle took this position and growth has been totally not well planned nor have services kept up0 with it. “A basic goal of implementing high-capacity transit in the region is to reduce...” Cite – whose goal is this? How is it applicable in Shoreline?</i>
1 – 16	Wetlands, Stream, and Surface Water Management	<i>“There are opportunities to enhance existing stream corridors and wetlands...” One cannot “enhance” a wetland area – there are requirements where a wetland would be affected on Federal, State, and Local Levels. You can protect, avoid, and mitigate, however “enhancement” is not workable.</i>

Response:

The 145th Street Station DEIS and the DEIS Addendum address the probable adverse environmental impact arising from the City’s proposed establishment of a subarea and related rezoning of that area. The City’s proposal does not include the siting of a light rail station. The siting decision of the light rail station, an essential public facility, was made by Sound Transit and its impacts are addressed in the Lynnwood Link Extension FEIS (April 2015). While the City commented on the siting location, the location was within the jurisdictional authority of Sound Transit. The City’s proposal is not subject to NEPA nor was Sound Transit’s decision for the siting location based on the City’s proposal. Documents relied upon by the FEIS are either directly cited in the text of the document or provided for in Chapter 5 References. The FEIS has been updated, as necessary, to reflect the issuance in 2016 including the adjustment of planning timelines/schedules.

Specific actions taken in relationship to the final adopted subarea will be made by the City Council, which will be open to public review and comment. The DEIS and the DEIS Addendum analyze the probably adverse environmental impacts of the proposed action; the EIS process is not an economic analysis and therefore a discussion of funding is not required. Chapter 2 discusses the process by which alternatives were developed, including scoping for the EIS and a variety of community workshops. Alternative 4, which is analyzed in the FEIS, arose from comments received during the DEIS and DEIS addendum comment periods. Chapter 3, Section 3.1 Land Use Patterns, Plans, and Policies, along with Section 3.2 Population, Housing, and Employment address housing stock and affordability. Affordability is defined in the SMC as well as being established under both federal and state law. These chapters discuss the City’s obligation to plan for both housing and employment targets as established pursuant to countywide planning policies and how growth assumptions were established. Chapter 3, Section 3.3 addresses Transportation impacts, including multi-modal transportation needs and mitigation measures to address. Chapter 3, Section 3.4 addresses the impact to streams and wetlands. Shoreline Municipal Code 20.80, the City’s critical area regulations, requires protection of the functions and values of these areas. Redevelopment of property encumbered by critical areas provides an opportunity for restoration or enhancement, something that would not occur if the status quo is maintained.

The implementation of the proposal envisioned by the EIS will required the adoption of a subarea plan, amendments to the City's Comprehensive Plan and Development Code regulations. The implementation may also include the enactment of a planned action ordinance as provided by Revised Code of Washington (RCW) 43.21C, the State Environmental Policy Act. All alternatives are available for implementation by the City Council.

From: Dr. Sarah Cooke

Received: April 7, 2016

Please refer to my March 10th comments as the prequel to these comments.

My comments below will be focused on the southwest side of Paramount Open Space.

It has come to my attention that the board is now considering revising the proposed zoning east of the Paramount Open Space to R-6 but not the southwest side of the Open Space. This area is still proposed for a MUR-35 zoning (See attached Figure 1). This Figure is the one discussed at the last meeting in early April as the most current Figure.

I feel it is important to point out that the map is actually inaccurate. There is a stream shown on this Figure as ending at 10th AVE NE that actually continues through the back yards of virtually ve one of the lots between 10th Avenue NE and 9th Place NE from NE 14?1 St, south to NE 145th ST (Figure 2) . In reality, according to the City's own GIS mapping and my personal observations, the stream consists of three separate tributaries that are identified in the City's GIS database (Figure 2), but which are not shown on the map generated by the City for the alternatives for the proposed zoning changes. This stream is also associated with wetlands for many of these parcels and although I was only able to peek into people's backyards from 10th AVE NE, it is clear that yet again, the City's work towards this proposed rezone is inaccurate and is giving the Planning Commission and the Public an inaccurate view of the potential impacts of the proposed zoning changes. The MUR-35 zoning will not be possible in this southwest adjacent neighborhood because virtually every parcel east of 9th Place NE is encumbered by the stream and also possibly by associated wetlands. (See Figure 3 for the documentation of this stream.)

With the issues I raised in my March 10th comment letter (the inaccuracies with the Otak delineation of wetlands and streams in the Paramount Open Space and adjacent neighborhood east of the Park, the lack of abiding by the City's own Surface Water Master Plan when proposing the rezone in the areas adjacent to the Park, and the lack of information and understanding of the geology and groundwater in the region), And those identified here, it is apparent there are substantial problems with the City's analysis for the proposed rezone. If these issues have been found in just the areas where I examined the proposal, I feel the Planning Commission and the public should also

feel very uneasy about the prospect of voting on the proposed zoning changes. Especially given how inaccurately and incompletely the City staff appears to understand the actual conditions on-the-ground within the City's holdings that would be affected for this rezone. Staff have already spent a considerable amount of money on this project and collected what appears to be even less accurate information than they already had. It does not bode well for there to be trust that future information will be any more complete or accurate or that a vote on the rezone proposal in just a few months is possible.

I do plan on reviewing the delineation of the Twin Ponds Park area and the City's analysis of the rezone potential in that area once it is completed. I was involved with the Citizen's review of the Aegis construction that allowed them to construct their buildings with virtually no buffer on Peverely Pond that has led to its complete degradation. I think it is important at the juncture to stand back and assess what is needed in terms of background studies and information before the City of Shoreline makes any more decision that could affect the environment and health of the community.

Please feel free to contact me if you have any questions regarding this review.

Sarah Spear Cooke

Response:

Probable adverse environmental impacts to wetlands and streams are addressed in Chapter 3.4 of the FEIS as well as in the DEIS Addendum. As noted, Alternative 4 Compact Community Hybrid retains existing R-6 along a majority of the area surrounding Paramount Open Space. MUR 35 is proposed along the Western edge of this open space, a zoning district with a similar intensity to the R-6 zone. As is the case throughout the City, the development of any property in this area will be required to conform to SMC 20.80, the City's Critical Area Regulations which established standards, including buffers, for those projects occurring on land encumbered by critical areas such as wetlands and streams. The City's GIS map reflects both a network of streams in this area as well as an extensive wetland complex, with this information available during the EIS review process to inform the ultimate decision.

From: Barbara Dykes Ehrlichman, representing Shoreline Preservation Society

Received: April 7, 2016

Dear Planning Commission Members,

The following comments are made on behalf of our client, the Shoreline Preservation Society, a Washington non-profit corporation, and Janet Way, John Behrens, and Wendy DiPeso as individuals. This group is collectively referred to herein as the “Shoreline Preservation Society” or “SPS.” As you know, SPS actively participates in the City’s planning process with the intent of promoting and supporting sustainable future development, supported by good capital facilities planning and levels of public services that maintain and enhance the high quality of life treasured for decades in the City of Shoreline. SPS meets the test for SEPA standing, in that it is within the zone of interest, and will suffer injury in fact as a result of this proposed action. Further information on standing is found in the attachment to this letter.

SPS thanks you for the opportunity to comment upon the DEIS and engage in the public discussion of the preferred alternative. We greatly appreciate the challenges the Planning Commission faces, as well as the hard work required to wade through these issues and make wise recommendations for the community. Thank you for your consideration of the following.

1. LACK OF CLEAR DIRECTION IN THE DEIS ON PLANNED ACTION ORDINANCE (FACT SHEET: Page FS-3 through 4, “Planned Action Environmental Impact Statement Process”).

Based on the narrative in this section, the City may be planning to enact another planned action ordinance, similar to the one enacted as part of the 185th Street Station Subarea Plan, although no draft ordinance has been provided at this stage for public comment at public hearing. The Shoreline Preservation Society and the 145TH Street Station Subarea Plan DEIS and Preferred Alternative other commenters have done extensive research on the planned action provisions of the State Environmental Policy Act (SEPA) statute and implementing regulations. We urge you to review RCW 43.21C.440 and implementing WACs, and revise this section of the Draft EIS to comply with the requirements of the statute. RCW 43.21C.440(1) sets out the basic definition for a planned action and the requirements for adoption of any planned action ordinance, that include a requirement to address project-level impacts:

(1) For purposes of this chapter, a planned action means one or more types of development or redevelopment that meet the following criteria:

- (a) Are designated as planned actions by an ordinance or resolution adopted by a county, city, or town planning under RCW 36.70A.040;
 - (b) Have had the significant impacts adequately addressed in an environmental impact statement under the requirements of this chapter in conjunction with, or to implement, a comprehensive plan or subarea plan adopted under chapter 36.70A RCW, or a fully contained community, a master planned resort, a master planned development, or a phased project;
 - (c) **Have had project level significant impacts adequately addressed in an environmental impact statement unless the impacts are specifically deferred for consideration at the project level** pursuant to subsection (3)(b) of this section;
 - (d) Are subsequent or implementing projects for the proposals listed in (b) of this subsection;
 - (e) Are located within an urban growth area designated pursuant to RCW 36.70A.110;
 - (f) Are not essential public facilities, as defined in RCW 36.70A.200, unless an essential public facility is accessory to or part of a residential, office, school, commercial, recreational, service, or industrial development that is designated a planned action under this subsection; and
 - (g) Are consistent with a comprehensive plan or subarea plan adopted under chapter 36.70A RCW.
- RCW 43.21C.440 (emphasis added).

The “SEPA Rules” adopted by the Department of Ecology to implement SEPA, as mandated by RCW 43.21C. 110, also contain procedures for the adoption of planned action ordinances, at WAC 197-11-168. These procedures expressly require that the City’s planned action ordinance” describe how the planned action meets the criteria of 197-11-164 (including specific reference to the EIS that addresses any significant adverse environmental impacts of the planned action).” WAC 197-11-168(2)(b).1

In 2012, the Legislature amended SEPA to allow cities to pre-plan for “development or redevelopment projects,” as long as the city first adopted an environmental impact statement of a certain caliber during a subarea planning process. RCW 43.21C.440(1). Under the planned action statute, the Legislature authorized qualifying cities to front-load the review of project impacts, rather than conducting SEPA review at the time a project proponent submitted a development permit application. RCW 43.21C.440. However, SEPA only authorized use of this streamlined approach if the environmental review for the project impacts was conducted up-front, at the time the city was amending a subarea plan or comprehensive plan. RCW 43.21C.440(1)(b). The statute contains an express requirement that any future planned action development project had its “project level significant impacts adequately addressed” in that earlier environmental impact statement for the subarea plan or comprehensive plan. RCW 43.21C.440(1)(c). SEPA further provided that a city’s procedures for adoption of an ordinance authorizing planned actions include findings that the future project(s) had their “project level significant impacts” addressed already.

The Statutory Requirement for Project-Level Impact Analysis Under SEPA. The planned action procedure contemplated under SEPA requires up-front environmental review of project impacts, because the process takes the place of SEPA’s usual process, where permit applications

are subject to public review, environmental determinations, and possible appeals. The new 2012 SEPA planned action procedure streamlines the permit process in furtherance of the WAC 197-11-164 mirrors the definition of planned action found in RCW 43.21C.440. Legislature's goal of promoting infill development within urban growth areas like the City. RCW 43.21C.440.

In streamlining the process, however, the Legislature did not abandon the right of citizens to appeal project-level impact analysis under SEPA, a long-held right in this state. It simply moved that right forward in time, to the earlier legislative decision designating the planned-action area and adopting procedures for planned actions. In other words, Section .440 required the City to conduct that kind of project-level review – with right of citizen appeal – at the time it adopts its subarea plan designation for the planned action area and adopted procedures.

The City has not conducted project level analysis in the DEIS, so under RCW 43.21C.440, therefore the City must specifically defer consideration of project level impacts to the project level, along with all of the procedural requirements of SEPA. What the City cannot do is eliminate SEPA environmental review without a rigorous review of project-level impacts, the mistake it made in the 185th Street Subarea EIS process.

The Legislature recognized that this “front-loading” of environmental review in the planned action process could be abused, to the detriment of the public and existing neighborhoods. In the ordinary case, a citizen questioning the environmental impacts of a project can appeal the SEPA threshold determination for the project and thereby challenge the mitigation measures attached to the project. The Planned Action eliminates this step, because it relies on the adequacy of project-level mitigation measures adopted in the planning-stage EIS.

To safeguard against the possible elimination of project-level SEPA review altogether through the planned action mechanism, the Legislature imposed an unambiguous procedural safeguards for planned action ordinances: the planned action ordinance must be supported by detailed analysis of anticipated project significant impacts, complete with identified measures that will mitigate the adverse impacts of individual project developments. RCW 43.21C.440. *See WASHINGTON REAL PROPERTY DESKBOOK VOLUME 5: LAND USE PLANNING*, § 14.3(1)(d) at 14-33 (4th ed. 2012). Under the unambiguous language of Section .440(1)(b), (c), the Legislature required that use of this early planned-action designation contain sufficient environmental analysis of project-level impacts to take the place of any normal project environmental review.

SPS understands that is not possible for the City to review project level impacts at the subarea plan level at this time because there are no “projects.” But if project level impacts are not addressed now, they must be addressed at the project level. SPS believes that the level of planning engaged in by the City at the nonproject level is not suitable for use of the planned action device. It shortchanges the

environment, the taxpayers of this City, the residents, the City government, and most of all, our future generations who will have to live in these areas.

SPS urges the Planning Commission to eliminate the planned action ordinance from the suite of actions proposed for 145th Street to allow better participation by the citizens of Shoreline in the future of their City.

The City, in litigation with SPS over the Planned Action Ordinance for 185th Street, claimed that the project-level impact requirement did not apply because the City had “specifically deferred” project level impacts until the time of permit application. However, there was no indication in the FEIS or in the ordinance itself that specified what impacts were deferred, nor how they would be addressed at the project stage. While the City argued that the consistency finding by the Planning Director equated to deferral of environmental review of project level impacts, this rationale simply does not square with the SEPA statute. There is no prescribed procedure in the ordinance for addressing those impacts, nor is there any opportunity for public notice and citizen comment and appeal.

SPS requests that the Planning Commission engage in a dialogue about the mechanics of the Planned Action Ordinance with staff and with the public on the following questions:

- **How will project level impacts be addressed?**
- **Why is there no public notice or comment procedures?**
- **Why aren’t specific impacts deferred to the project stage in the DEIS?**
- **Is Shoreline city government willing to simply give up environmental review of project level impacts and are the citizens willing to condone it?**
- **Why adopt a planned action ordinance if project level impacts are deferred to the project level?**
- **Why doesn’t the City provide a transparent process for considering project level impacts?**

2. REQUIRE PUBLIC NOTICE FOR PLANNED ACTION ORDINANCE

SPS asks the Planning Commission to consider whether adequate public notice of the planned action ordinance occurred during the 185th Station Subarea Plan process. The Planned Action Ordinance never even surfaced from the planning department until well after the public hearing on the ordinances was over (ordinance surfaced in mid-February 2015; public hearing was Jan. 15, 2015). Therefore, citizens never got the opportunity to review, comment, and engage with its elected officials on the merits of an ordinance which deprived them of the right to comment upon and if necessary, appeal project-level impacts that affect them and their neighborhood. The process for enacting Ordinance 707 was also illegal under the optional municipal code, RCW Chapter 35A.63. The City argued in the SPS litigation that the optional municipal code no longer applies to land use matters in the City of Shoreline. The court never reached the question, but it is clear

under case law that it still applies. See *Whatcom Cy. v. Brisbane*, 125 Wn.2d 345, 354 (1994); *Brinnon Grp. v. Jefferson Cy.*, 159 Wn. App. 446 (2011). Since the City's position appears to be unsupported by law, SPS suggests that a Planning Commission member request an Attorney General Opinion to allow a neutral third party to opine on the matter.

Public process and notice is very important, especially in the City of Shoreline where the City Council is driving sea change within the City limits. Citizens should not be shortchanged during important processes such as this one.

SPS requests that the Planning Commission direct the Planning Department:

- to provide a copy of any proposed planned action ordinance upon issuance of the FEIS, so that there may be a full public hearing process on the ordinance.
- to notice all the ordinances in this process as required by the optional municipal code.

3. RECOMMEND R-6 ZONING SURROUNDING ALL PARKS IN THE SUBAREA AS PART OF THE PREFERRED ALTERNATIVE

The City of Shoreline is known for its parks and its tree cover. There is an abundance of bogs, wetlands, ponds, and riparian areas that are critical to the ecological health of the creeks in Shoreline, Lake Washington and ultimately the Salish Sea.

Contrary to the findings in the staff report, Best Available Science clearly indicates that urbanization of a landscape (increase of impervious surfaces and reduction of tree cover) has profound negative effects on streams, wetlands, habitat, and the marine environment.

Washington Departments of Ecology and Fish and Wildlife, *Wetlands in Washington State, Vol. I* at 3-32 and Chapter 3 (2005)

<https://fortress.wa.gov/ecy/publications/documents/0506006.pdf>. The report summarizes the devastating effects of urbanization on p. 3-32:

- Increases in urban population are generally accompanied by increased development density and sprawl. Wetlands in these areas may be converted to urban land uses or may be degraded through a variety of causes.
- Urbanization results in modifications to water movement, alterations to riparian corridors, human intrusions, introduction of chemical contaminants, and increased areas of impervious surface. These changes profoundly affect environmental processes in contributing basins and, therefore, the downgradient drainage systems.
- Urbanization alters the movement of water into aquatic systems. Consequences of increased amounts of water include an increased frequency of erosive flows, greater volume of runoff, and longer duration of high flows.

- With urbanization comes increased transport of sediment, nutrients, metals, oil, pesticides, and other contaminants in surface runoff.
- Fragmentation of habitat results as the total area of wetlands is reduced and the connections between wetlands and other habitats are eliminated. *Id.* at 3.4.9. The City argues that better drainage conveyance facilities will accompany redevelopment and that these improved drainage facilities will result in increased water quality and habitat in our wetlands, streams, and ponds. That justification is simply not supported by the science, as demonstrated above. However, even assuming for the sake of argument that it is true, the City also points out that redevelopment will occur even if the zoning remains at R-6. **Given that fact, SPS believes the City's argument reinforces the case for leaving the zoning of all areas surrounding our parks and significant critical areas at R-6.** This result will ensure that Shoreline does its part in protecting our region's endangered natural resources, while accommodating growth.

SPS requests that the Planning Commission follow best available science and leave all park and significant wetlands area within the R-6 designation and zoning, thereby ensuring preservation of quality of life within Shoreline and ensuring that the City does its part in protection of Lake Washington and the Salish Sea.

4. THE PARAMOUNT AND TWIN PONDS PARK AREAS SHOULD NOT BE INCLUDED IN THE REZONE AREA

The Paramount and Twin Ponds Park areas should not be included in the rezone area, authorizing any multi-family zoning. We urge the Planning Commission to continue to recommend against their inclusion. Based on the following, the DEIS and its Addendum contain conflicting statements that prove that either:

- a. the impacts of the "project" identified in the notice of public hearing have not been evaluated sufficiently to determine whether they will result in probable significant adverse environmental impacts (in which case the proposal should be denied); or
- b. the conclusions are not supported by adequate analysis or factual inquiry; the conclusion that redevelopment in areas of historic flooding with wetlands will not result in probable significant adverse environmental impacts fails the rule of reason and the DEIS is inadequate.

By way of example, Page 7 of the staff report for the DEIS Addendum states: Regarding subsurface conditions related to soils that contain peat, high groundwater conditions, and liquefaction potential, individual site-by-site analyses will need to be completed as part of future redevelopment to determine potential effects. There are a variety of geotechnical and structural engineering treatments that can address these conditions as part of site development.

Memorandum to Planning Commission from Otak Engineering, dated January 21, 2016 re Additional Technical Assessments at 7. The analysis plainly states that not enough study has been done to determine whether the area includes portions that have high groundwater or liquefaction potential that would make multifamily buildings unsuitable. Further study is needed to make that determination. Page 1 of the Otak memorandum to the Commission reinforces this when it admits that the level of analysis was not project-level analysis, i.e., the analysis involved only “planning level assessments.” *Id.* at 1. Staff may argue that evaluation of soils and hydrologic integrity for multi-family zoning will be addressed at the project stage of review. If that is the case, SEPA requires the City to produce an ordinance that expressly lists this as a SEPA impact of the rezone project that is being deferred until this later site-specific review, and thus citizens will have an opportunity to appeal at that stage under Section .440(3) of SEPA: (b) A county, city, or town is not required to make a threshold determination and may not require additional environmental review, for a proposal that is determined to be consistent with the development or redevelopment described in the planned action ordinance, except for impacts that are specifically deferred to the project level at the time of the planned action ordinance's adoption.

RCW 43.21C.440(3)(b) (underline added). This specific listing of deferred impact analysis is important because SEPA then expressly provides citizens a right of appeal to challenge the adequacy of this later impact analysis: The determination of consistency, and the adequacy of any environmental review that was specifically deferred, are subject to the type of administrative appeal that the county, city, or town provides for the proposal itself consistent with RCW 36.70B.060. *Id.* The appeal right should be expressly stated in the planned action ordinance by listing “any environmental review that was specifically deferred.”

It is difficult for Citizens to comment on the adequacy of the City’s SEPA analysis in this DEIS and Addendum without first seeing the ordinance. Without the ordinance, it is unknown whether the City intends this hydrological analysis to be one of those expressly deferred to later site-specific project review, with right of appeal under SEPA. We urge the City staff to clarify this for the Planning Commission and the public by providing a draft ordinance, prior to the close of public hearing on the DEIS.

It is also unclear from the City’s notice whether this public hearing on April 7 was intended to be limited to a hearing on the DEIS and its Addendum, or whether it was also intended to be the public hearing on the planned action ordinance. The notice refers to the DEIS as “the above project.” However, the project has not been defined for purposes of public hearing and certainly the planned action ordinance has not been provided for public review in advance of the hearing. We request that the Planning Commission continue this hearing until staff clarifies whether a separate hearing will be held on the planned action ordinance. If not, the Planning Commission must keep the record open to allow public comment on that ordinance, once it is produced by City staff with a recommendation to the Planning Commission, with appropriate advance public notice published in the newspaper. RCW 35A.63.070, .100.

SPS requests that the Planning Commission adopt a preferred alternative that does not include the Paramount and Twin Ponds Park in the rezone area.

5. DEFER ADOPTION OF THE 145TH SUBAREA PLAN AND FEIS UNTIL SUCH TIME AS THE CITY ADOPTS IMPACT FEE ORDINANCES

One of the primary concerns that SPS has regarding the DEIS and subarea plan is that while the City is prescribing mitigation measures for the next 20 years through the planned action ordinance, it is deficient in its ability to require developers to shoulder some of the costs of the resulting impacts. Without use of impact fee tools provided to the City by the state Legislature, the City is handicapped in its ability to ensure that taxpayers do not end up footing the entire bill for new growth, while developers pocket the profits. The City does not currently collect impact fees from developers as permitted under RCW 82.02.050 - .090 for anything except transportation. Under RCW 82.02.050, the City is authorized to collect impact fees on the following public facilities: (a) Public streets and roads; (b) publicly owned parks, open space, and recreation facilities; (c) school facilities; and (d) fire protection facilities. *See* RCW 82.02.090(7).

As a part of this aggressive push to redevelop the 145th Street neighborhood, it is unconscionable for the City to adopt this zoning without requiring developers to pay their way as provided by this statute. The Planning Commission should recommend to the City Council that the planning department immediately get busy on putting together impact fee ordinances for parks, open space, and recreational facilities; school facilities; and fire protection facilities. It seems doubtful that the City later require developers to mitigate these impacts when the DEIS and FEIS do not name those ordinances as mitigation measures; therefore the City needs to enact these impact fee ordinances and name those regulations as mitigation measures before the Subarea Plan and FEIS are enacted.

As urbanization intensifies within this area, funding for open space, fire protection, and schools must be part of the picture. Without it, there will be a steady decrease in the quality of life at a commensurate pace with the development that comes into the area.

SPS requests that the Planning Commission direct planning staff to put this project on hold and instead spend staff resources on developing impact fee ordinances that will offset the cost of new development in the 145th Street area.

6. DEFER FURTHER CONSIDERATION OF THE DEIS OR THE PREFERRED ALTERNATIVE UNTIL THE CORRIDOR STUDY IS COMPLETE

SPS adopts and incorporates by reference ALL comments made by Jan Stewart in her April 7, 2016 letter submitted to the Planning Commission. SPS wants to emphasize that the corridor study must be completed before the Planning Commission finalizes any preferred alternative or its consideration of the DEIS.

SPS requests that the Planning Commission direct planning staff to defer any further consideration of the 145th Street Station Plan and DEIS until the corridor study is completed.

7. COMPLETE CAPITAL FACILITIES PLANNING FOR SUBAREA BEFORE ADOPTING NEW INTENSIVE DESIGNATIONS AND ZONING

The DEIS reveals a lack of appropriate capital facilities planning. Under RCW 36.70A.070(3), all capital facilities plans must contain the following:

- a. An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- b. A forecast of the future needs for such capital facilities;
- c. The proposed locations and capacities of expanded or new capital facilities;
- d. At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public
- e. money for such purposes; and
- f. A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

Part of this package, as determined by Growth Management Hearings Board decisions, is a determination of probable sources of funding, even for the 20-year plan. It need not be nearly as specific as the 6 year CIP, but it must sketch out a rough estimate of how the new development envisioned by the plan will be funded. It is essential part of the City's obligation to its citizens: the citizens have a right to know how this intensive new development will be paid for.

SPS requests that the Planning Commission direct planning staff to defer any further consideration of the 145th Street Station Plan and DEIS until the corridor study is completed.

8. AVOID PHASED ZONING AND INSTEAD ADOPT NEW ZONING ONLY FOR AREAS FOR WHICH DETAILED CAPITAL FACILITIES PLANNING IS COMPLETED

The agenda for the April 7, 2016 Planning Commission hearing includes an unsigned and undated staff report (Agenda Packet Item 6a) stating that the Commission will be considering the recommended preferred alternative shown in the map at Attachment F ("Compact Community Hybrid"). However, the staff report also describes at least four other options, including at least two that involve "phased zoning."

The staff report recommendations on phased zoning are not well presented or described. References are made to maps at attachments B, D, E and F. Phasing proposals for the Phased Connecting Corridor and Phased Compact Community are mentioned, as a comparison to a new “Compact Community Hybrid” that is said to include “some elements of the Phased Connecting Corridor Alternative,” with references to the map at “Attachment F.” **However, the map does not contain any information about what zoning would be phased.** The public deserves a clearer explanation of what the staff and Planning Commission subcommittees are recommending, prior to holding public hearings to take comment on those recommendations.

We urge the Commission and City Council to avoid phased zoning and instead zone only those smaller areas for which the City has completed its project-level capital facilities and environmental analysis. Phase 1 of the Compact Community alternative (Attachment E) approximates the kind of more limited zoning the City would take under this approach, i.e., adopting Phase 1 alone, without subsequent phasing. The City should not proceed with phased rezones of larger areas (potentially described as a planned action area in some future ordinance – not yet produced) until it completes project-level work. The Planning Commission should reject the phased zoning shown in Attachment D and implied in Attachment F.

Under the City staff’s phasing proposals for these larger areas, subsequent changes to existing zoning take place automatically, without any additional public hearing or City Council vote, regardless of changed conditions that may exist at that future date (lack of funds, environmental changes, increased flooding due to climate change, etc.). At the time future phases are adopted today, the impacts of future conditions are not well described or understood by the public or decision makers.

This phased zoning approach, when spread out over a long stretch of time for areas not yet studied for environmental impacts and capital facilities needs, violates SEPA, RCW 43.21C, the Growth Management Act, RCW Chapter 36.70A, and the intent of the Optional Municipal Code. RCW Chapter 35.63A.

SPS requests that the Planning Commission adopt a preferred alternative that avoids phased zoning and instead adopts new zoning for only those areas for which detailed capital facilities planning has been completed.

9. REQUEST TO EXTEND PUBLIC HEARING AND LEAVE RECORD OPEN TO ALLOW FURTHER PUBLIC COMMENT

SPS requests the Planning Commission to extend the time allowed for public discussion of this proposal. The City has devoted a number of years to this work, and it is quite a bit for the average working citizen to digest in a timely fashion. The decisions the Planning Commission is considering will affect the 145th Street neighborhood for many years to come.

SPS requests that the Planning Commission continue the public hearing until next month and leave the record open to encourage further public discussion and dialogue about the future of the 145th Street Station Subarea.

Please feel free to contact me if you have any questions or concerns, or would like further information on any topic in this letter.

Very truly yours,

Barbara Dykes Ehrlichman

Partner

ATTACHMENT: FACTS SUPPORTING SPS STANDING

The Shoreline Preservation Society (SPS) is an active Washington non-profit corporation founded September 13, 2010 association, UBI Number 60347960. The SPS is a local, grassroots organization fostering the preservation of Shoreline's neighborhoods, as well as historical, cultural and environmental assets throughout the Shoreline area. A major component of the work of SPS is to educate Shoreline residents and disseminate information about proposed changes and impacts due to rezones and other city or developer actions, to participate in the public process, and to provide alternatives as needed to preserve the character of Shoreline's neighborhoods. SPS will be directly harmed by this proposed action because the character of the neighborhoods in the 145th Street Subarea, as well as surrounding areas, including the historic, cultural and environmental assets, will likely be substantially altered and diminished, if not destroyed by new high density development authorized by these Ordinances without the necessary infrastructure to support it. The City of Shoreline has thus far failed to conduct adequate planning as required by the GMA (in particular capital facilities planning) and environmental review to ensure that a dramatic and intensive increase in density and up-zone in the 145th Street Subarea would not negatively affect city infrastructure such as transportation networks, surface water management, water supply and sewer. Because of the lack of adequate infrastructure and the lack of identified funds to pay for new infrastructure, negative impacts will result from approval of these actions and significantly degrade quality of life in the City of Shoreline. Infrastructure will be inadequate to handle the large surge in population that will result if these densities are implemented. These impacts will destroy the character of these neighborhoods which SPS is dedicated to preserving.

6.1.2. Petitioner Janet Way. Janet Way resides at 940 NE 147th Street, Shoreline, Washington 98155. Ms. Way has resided in the City of Shoreline (City) since its incorporation in 1995, and in the same home for 25 years. She is the President of Shoreline Preservation Society. Ms. Way is deeply committed to maintaining the character of the City of Shoreline and the surrounding areas, particularly in preserving the Thornton Creek Watershed, wildlife habitat, and the tree canopy within the City. Her commitment is evidenced by her activities with SPS, Thornton Creek Alliance, the Paramount Park Neighborhood Group, and the Thornton Creek Legal Defense Fund. Ms. Way served on the Shoreline City Council from 2005-2009.

Ms. Way will be harmed by this action because she will suffer from the negative impacts of poorly planned intensive urban development near her home, including worsening traffic, drainage impacts, impacts to the Thornton Creek watershed which she has worked so hard to restore, and destruction of wildlife habitat and the tree canopy within the City of Shoreline. She enjoys the quiet neighborhood feel of the City of Shoreline, the many birds that live in the tree canopy, and the areas of wildlife habitat, many of which will be substantially altered and diminished, if not destroyed by the dense urban development that will result from adoption of these ordinances and the Board's approval thereof, particularly without adequate planning for urban infrastructure to support it.

6.1.3 Petitioner John Behrens. John Behrens resides at 18332 Meridian Ave.N, Shoreline, Washington 98133. Mr. Behrens has resided in the City of Shoreline (City) since its incorporation in 1995, and in the same home for 23 years. He is the Treasurer of Shoreline Preservation Society. Mr. Behrens will be harmed by the negative impacts of poorly planned intensive urban development near his home, including worsening traffic, drainage impacts, impacts to the Thornton Creek watershed, and destruction of wildlife habitat and the tree canopy within the City of Shoreline. He enjoys the quiet neighborhood feel of the City of Shoreline, the many birds that live in the tree canopy, and the areas of wildlife habitat, most of which will be substantially degraded if not destroyed by the dense urban development that will result from adoption of this action, particularly without adequate planning for urban infrastructure to support it.

6.1.4 Petitioner Wendy DiPeso. Wendy DiPeso resides at 328 NE 192nd Street, Shoreline, Washington 98155. Ms. DiPeso has resided in the City of

Shoreline (City) since 2002. She is also the Secretary of the Shoreline Preservation Society. Ms. DiPeso will be harmed by the negative impacts of poorly planned intensive urban development near her home, including worsening traffic, drainage impacts, impacts to the Thornton Creek watershed, and destruction of wildlife habitat and the tree canopy within the City of Shoreline. She enjoys the quiet neighborhood feel of the City of Shoreline, the many birds that live in the tree canopy, and the areas of wildlife habitat, most of which will be substantially degraded or destroyed by the dense urban development that will result from adoption of this action, particularly without adequate planning for urban infrastructure to support it.

Response:

The City will comply with RCW 43.21C and its implementing regulations in regards to the adoption and implementation of a planned action ordinance if it elects to utilize that legislatively authorized tool for the subarea. The DEIS for this subarea may serve as the basis for that ordinance. The planned action ordinance, along with the Subarea Plan and any necessary amendments to the City's existing regulations will be the subject of further review by both the Planning Commission and City Council. The City will provide notice for these actions as required by law.

The DEIS and its addendum review the probable adverse environmental impact of the proposed action, the 145th Street Station Subarea Plan. The City Council did not elect to identify a Preferred Alternative in the FEIS. In regards to comments specific to impacts analyzed in the DEIS and/or DEIS Addendum, natural areas (e.g. wetlands, streams) are addressed in Chapter 3.4. Alternative 4 – Compact Community Hybrid retains R-6 zoning around a large portion of the three parks in the subarea – Twin Ponds, Paramount Park, and Paramount Open Space – with connectivity between Paramount Park and Paramount Open Space. Thus, the FEIS provides an analysis of impacts based on the retention of this low-density zone. Park area is presently designated Park and this classification will remain regardless of which alternative is implemented. Development activities in these natural areas, as well as in areas with potential geotechnical constraints, will be subject to compliance with SMC Chapter 15.15, Building and Construction and SMC Title 2, Uniform Development Code, which requires the protection of the functions and values of critical areas and methods to ensure the structural integrity of any development proposed on a site. As denoted in Chapter 3.5, the City is considering a parks impact fee. Impact fees for schools and fire are not expressly under the City's control as both the school district and the fire district are separate and distinct entities. If those entities request implementation of impact fees, RCW 82.02 gives the City the mechanism for inclusion as a mitigation measure. The FEIS, in all chapters discussing impacts, has enhanced the analysis of phased zoning.

The 145th Corridor Study has been completed and, where appropriate, has been incorporated in the FEIS. See specifically, Chapter 3.3 Transportation. Capital facilities is discussed primarily in Section 3.3 Transportation and Section 3.7 Utilities but also included in chapters such as Section 3.6 Public Services. The City's Comprehensive Plan fully addresses capital facilities planning and will be amended based on the adopted alternative.

From: Shoreline Preservation Society, Janet Way

Received: April 7, 2016

Dear Planning Commissioners and Mr Szafran:

Please accept these additional comments from the Shoreline Preservation Society on the 145th Subarea DEIS. We request Party of Record Status and Legal Standing on this matter and incorporate by reference any and all comments, documents, photos, staff reports presented now or in the past on this matter, including the 145th Corridor Study which is still in Draft, without an EIS.

We believe there is a high likelihood of severe adverse impact to the environment from the proposed 145th Subarea and Upzoning. The volume of materials and comments in this record, and the details that even the Planning Commission has not been made aware of is huge.

Given that and the constantly changing, and confusing Alternatives the Commission and staff have put out, which have not been fully comprehended by the public OR the Commission, we ask for an **Extension on the deadlines for commenting**.

As we've stated before, the Shoreline Preservation Society has since 2010 been a local, all-volunteer grassroots, WA State Non-Profit fostering the preservation of historical heritage, cultural and environmental assets throughout the Shoreline, WA Area. Our mission is "To educate Shoreline neighborhoods and disseminate information about impacts proposed changes due to rezones and other city or developer actions. To give residents the tools and opportunities to participate in the public process and provide alternatives as needed in order to preserve the character of our neighborhoods."

Today we would like to add some additional points and clarifications on our suggestions for making the best decisions on the future of the 145th Neighborhood. The City states in numerous place including its Comprehensive Plan and the previously passed SE Subarea Plan that the "character of neighborhoods is of Paramount Importance." And we agree.

While we know that some change is inevitable, "planning" for change should be done carefully and with maximum attention to protecting our environment as well as the wellbeing of our citizens and the "neighborhood character" they prize.

Affordable Housing

The alternatives thus far being considered are not adequate to those values and goals. The area to be studied for the DEIS is a mile wide and contains about 3000 households. Those homes are mostly single-family. They are considered affordable both for new buyers and renters, but also for the thousands of families who've lived in them for decades. Many of the homeowners are seniors who've paid off their mortgages, so they are therefore extremely affordable. Displacing those people will be a bad outcome, and a potential violation of their civil rights. If "Affordable Housing" is built to replace perfectly adequate existing housing, there should be enough actual affordable unites to justify removal of these existing homes.

Another serious concern we have is the potential for loss of citizens' rights with regard to ability to comment and inform the City of potential environmental impacts of development projects, which will be proposed as a result of the rezones you, are considering. This could have a huge impact on the community and important environmental assets such as wetlands and open space in both Paramount Open Space and Twin Ponds Park. The size and scope of these wetlands, streams, steep slopes and recreational value has not been fully analyzed as yet. The potential for harm to these important watershed areas is great if there is not adequate opportunity to allow for full SEPA study. The Planned Action Ordinance would preclude the rights of the public to advocate for these assets.

Therefore we are requesting that the Commission and Council **decline to impose a Planned Action Ordinance on the 145th Subarea**. There is simply too much risk of details being missed in the DEIS which is not expected to study the impacts. There is supposed to be a “project level EIS”, but in the case of the 185th, it was not.

Overall we believe **that the 145th Subarea/Rezone** should preferably not include the areas surrounding Twin Ponds and Paramount Parks. The rezone should only be for areas that can reasonably be planned for and Capitalized in the budgets. (Please see the detailed letter for us from Dykes-Ehrlichman.)

Wetlands, Streams and Steep Slopes

As we have detailed in comments previously we do not agree with the mapping of the Paramount Park wetlands and streams in the Addendum to the DEIS. The City’s own documents clearly show that the wetlands are recorded at 6.9 acres at Paramount Park.

The latest zoning map called the “Compact Community Hybrid” (one of many confusing alternatives now put forward by the City) shows an attempt by a Planning Commission Committee to change the zoning around the parks, in response to the community to R-6. We appreciate that effort, but we are obligated to protect some very sensitive areas on the West side of Paramount Park to recommend altering the zoning there to R-6 as well. The entire border neighborhood abutting the old Tenth Ave NE is a Critical Area or buffer. Steep slopes abut that whole corridor, and Littles Creek flows through 5 backyards there. And there are extensive wetlands and small creeks that flow in from the 10th Ave corridor which are not correctly identified in the Addendum mapping. These areas should be carefully delineated, and buffers applied. That would mean that all the homes along Tenth NE and Ninth Place NE should remain R-6. The area along Ninth Pl NE is also identified on City FEMA maps as a “Liquefaction Zone.”

There are at least three separate wetlands that the Light Rail Corridor will interfere with, as well as the actual corridor of the Thornton Creek. The entire corridor will be denuded of thousands of trees and those wetlands will be encroached and damaged. These areas **MUST** have adequate mitigation for the damage.

Wildlife Corridors

Thornton Creek Alliance and other community members have provided extensive scientific information that the Single-family neighborhoods with existing trees and shrubs provide very valuable wildlife habitat for birds and other small animals. That is another very valid reason for preserving R-6 surrounding the parks.

Littles Creek and Thornton Creek are well known to be fish habitat. Culverts on these streams must be replaced to allow access to these stream corridors by state law. Littles Creek in Paramount Park Open Space has been described in the past as one of the best reaches of

creek in the entire watershed. Twin Ponds is well known to support fish and salmonids. Recently a river otter was sighted there. These are valuable wildlife corridors worth preserving.

Peverly Pond is an example of a lack of stewardship by the City of Shoreline. It was a viable open water pond and coho salmon habitat. It is now gone, replaced by a jumble of weeds due to lack of management of development of the Aegis Assisted Living projects. We do not want this to happen to our remaining wetlands.

Critical Areas Overlay

As suggested in previous staff reports, we believe that a Critical Areas Overlay would be a good idea as an additional tool to protect these sensitive areas in Paramount Open Space and Twin Ponds Park.

Open Space

The increased density that would come with the entire Compact Community Hybrid, even with some areas preserved for R-6 will adversely impact the available Open Space provided for this community. Paramount School Park is owned by the Shoreline School District. They have indicated a possibility that if the school age families increase with the proposed density from both 185th and 145th Light Rail Subarea Upzones, they may have to take back use of this extremely popular park. The density increases put a great deal of pressure on our existing parks, especially those with critical areas.

The City should include in this Subarea Plan a plan to fund Open Space/Park expansion over the next 20 years. This should include areas adjacent to Paramount Open Space, and Twin Ponds. It should also include improvements such as trails, invasive plant renewal, wetland restoration, and on Littles Creek there are several culverts, which must be, replace according to state law. What will the budget be for this?

Utilities and Infrastructure

We want to remind the Commission of the costs to upgrade Utilities and infrastructure. This Rezone must contain detailed budgets and funding estimates that reflect the true costs to taxpayers for Surface Water, Sewer, Fire, Electricity, Gas and Water services. Much of the existing infrastructure is very old and must be brought up to code.

145th Corridor

We believe there has not been adequate information supplied to the community or the Planning Commission on the 145th Corridor expansion. At a Special Meeting of the Planning Commission last Tuesday 4/5, it was stated that the actual data on traffic counts from the State Rt 523 onto Fifth Ave NE had not been supplied as yet to the Planning Commission.

The stated purpose of the one year delay for the 145th Subarea was to supply the Commission and community with adequate data and a plan on the Corridor improvement BEFORE the Subarea was voted on. The staff has stated that this information will not be available fully until the EIS is completed in two years. And yet staff states that there is in effect a Determination on Non-significance of the Corridor expansion.

A reasonable person living here, who will have to live with the impacts over the next decade would not agree with that assessment. Properties will need to be acquired, drainage improved, culverts replaced, the SPU Pumphouse may have to be removed, noise will affect the neighborhood, and above all traffic will increase, especially cut through traffic and parking in neighborhoods.

The 145th Rezone will have a huge affect on our community for decades. People will be displaced and we feel despair at the prospect or potential impacts to a beautiful single-family neighborhood and three beautiful parks.

That is unless the Commission takes action tonight to delay and reduce harm. Please do your best to protect our neighborhoods.

We respectfully request a delay of your decision due to the complicated options and lack of information and data that needs to be studied still.

Respectfully submitted,

Janet Way, President
Shoreline Preservation Society

Response:

Housing, both in regards to existing character and to affordability, is addressed in Chapter 3.1 Land Use Patterns, Plans, and Policies and Chapter 3.2 Population, Housing, and Employment. Regardless of the alternative selected, it will be the market that addresses the types of housing stock needed to accommodate the population.

The environmental review process, from scoping to DEIS to DEIS addendum, has been subject to extensive public review and comment so that interested parties could address impacts arising from the proposed subarea. The City will comply with RCW 43.21C and its implementing regulations in regards to the adoption and implementation of a planned action ordinance if it elects to utilize that legislatively authorized tool for the subarea. The DEIS for this subarea may serve as the basis for that ordinance. The planned action ordinance, along

with the Subarea Plan and any necessary amendments to the City's existing regulations will be the subject of further review by both the Planning Commission and City Council. The City will provide notice for these actions as required by law.

Probably adverse environmental impacts to wetlands, streams, and wildlife habitat are addressed in Section 3.4 and supplemented with the DEIS Addendum. Future development of these areas will be subject to compliance with federal, state, and local law, including the City's Critical Areas Regulations, SMC 20.80. The analysis, on a site-specific basis, for any impacted critical area will occur at that time, including the delineation of wetlands and the hazard risk of slopes. The DEIS Addendum, as well as the City's own map, recognizes a small liquefaction area within the subarea.

No alternative proposes to reduce park acreage in either Paramount Open Space or Paramount Park. Therefore wildlife habitat will be retained. Chapter 3.5 addresses Parks and recognizes that increased density may require additional, enhanced parks and/or open space needs. Mitigation measures have been proposed to ensure the adequate provision of parks, including the adoption of a park impact fee imposed on new development.

The environmental impacts arising from the development of Sound Transit's light rail system, including tracks, station, and parking facilities, was addressed in the Lynnwood Link Extension FEIS, issued in April 2015. Mitigation measures for that project are set forth in that FEIS. The 145th Street Corridor Study has been completed and provided to both the Planning Commission and the City Council.

Impacts to infrastructure necessary to support development, including roads and utilities, is contained within the FEIS. See Section 3.3 Transportation and Section 3.7 Utilities. The purpose of an environmental impact statement is to address the probable adverse environmental impacts of a proposal. While an EIS can discuss the economic practicability of mitigation measures, it is not an economic impact statement and therefore is not required to contain a funding analysis.

Responses to Spoken Comments during January 29, 2015 Planning Commission Meeting (Note: due to audio recording failure, public comments have been summarized from memory.)

Barbara Angersbach

Stated that the planning has already been affected by growth along 15th avenue as the single family residences along her side of the street develop into Commercial or apartment buildings, changing the entire character of the neighborhood. Her father owns the house next door which they purchased when it was all single family parcels. The only other single family residences left adjacent to her home are rentals. She fears what will happen if the Fircrest property, which doesn't seem to be being used is sold off to developers and developed to the kind

of zoning heights being proposed in the subarea plans. As it is there is nowhere to park along 15th and walkability has declined due to the increase and speed of traffic.

She also wanted to make the project manager aware that Alternative 3 leaves her house out of the rezone area, whereas in the Alternative II map it IS included.

Response:

See response to your January 18, 2015 written comment.

Steve Schneider

Asked where the subarea plan came up with the number for current jobs within the subarea (1,600). Where are these people working? There are only a few businesses, and the rest of the subarea is currently only single family residences. Mr. Schneider spoke in favor of keeping building heights lower than what is proposed in the alternatives. He raised concerns that increasing density in the area will cause increased traffic, and pedestrian safety will be impacted.

Response:

Comments are noted. The number of existing employees is from the City's database and includes home based businesses and employment areas in the Traffic Analysis Zones that encompass the subarea. Also see City's Response to February 2, 3, and 19, 2015 written comments. See response to your February 3 and 19, 2015 written comments. For information specific to employment and traffic, please see FEIS Chapter 3, Sections 3.2 and 3.3, respectively.

Krista Tenney

Expressed concern about the impacts that the proposed rezoning will have on the neighborhoods in the subarea. The pictures representing the vision for the subarea do not contain any cars and traffic, which will be a byproduct of all of the change. She is also concerned about losing trees to development and hopes that attempts will be made to save all of them.

Response:

General substantive issues are addressed at the beginning of the chapter, specifically those related to cars and traffic. These subjects are also addressed in Section 3.3 of this FEIS.

Yoshiko Saheki

Said the Green Network Concept map in the DEIS shows non-existing trails in Twin Ponds Park and omits a trail that does exist. Although she understands this is a concept map, she believes the map's portrayal of Twin Ponds Park is misleading and this is repeated in other maps in the DEIS. That said, she appreciates the DEIS summary of Twin Ponds Park that acknowledges its wetlands and woods. No matter which alternative or a combination of alternatives is chosen, she said she hopes the park's natural environment will be respected.

Response:

See Sections 3.4 and 3.5 of this FEIS for more information about Twin Ponds Park and the Green Network.

Charla Venturi

Pointed out traffic concerns throughout the Ridgecrest neighborhood that will be worsened with additional people coming to the area. The traffic on 155th and 5th has increased and causes people to seek shortcuts through 6th Avenue.

Response:

See Section 3.3 for more information regarding traffic.

Responses to Spoken Comments Received during February 2, 2015 City Council Meeting**Wendy DiPeso**

Shoreline resident, read a statement regarding citizens' anger over 185th and 145th Street Subarea proposed rezone. She talked about the Council redefining the Subarea Station Areas. She asked Council to listen to the citizens, reexamine the plan, slow down the process and allow opportunity for the Community and the City to craft a better plan.

Response:

See "Request to delay decision-making" under the Common themes to DEIS comments at the beginning of this chapter.

Myrna Haigh

Expressed appreciation for Planning Commission's single family development recommendation. She stated that the process is not understood by the average citizen and that the first priority of Council should be negotiating with Sound Transit on parking issues. She stated there is no need to be in a hurry.

Response:

See response to your February 5, 2015 written comment.

Dan Jacoby

Recommended slowing down decision making on 185th Station Subarea Plan. He commented on the addition of new maps, listed issues that have yet to be addressed, and stated the decision should be postponed until these issues are resolved.

Response:

See response to your January 26, 2015 written comment.

Janet Way

Commented on the schedule, timeline, and need for public participation for the Lightrail Station Subarea Planning. She talked about WRIA 8 Projects and the City's responsibility to protect the watersheds. She commented on the need to mitigate the increase in surface water at full build out to protect the salmon, and recommended slowing down the process.

Response:

See responses to your February 5, 2015; and March 17 and 21, and April 7, 2016 written comments.

Ginny Scantlebury

Commented on the need to have the 185th Street and 145th Street Station Subarea Planning discussions in separate meetings. She talked about replacement of the Shoreline Center Complex Sport Fields by MUR-85 developments, and the destruction of single family homes in the Cromwell Park neighborhoods with MUR-45 developments.

Response:

See response to your February 2, 2015 written comment.

Responses to Spoken Comments during February 5, 2015 Planning Commission Public Hearing on DEIS

Dan Dale

Cautioned that one of the biggest pieces missing from the processes for both of the station subarea plans is Sound Transit's Final Environmental Impact Statement (FEIS), which will be released in April. He suggested that decision making related to the 185th Street Station Subarea Plan should be postponed until after Sound Transit's FEIS has been released. In addition, the 185th Street Station Subarea Plan FEIS should also be intertwined with the 145th Street Station Subarea Plan DEIS as it moves forward. He emphasized the need to work together to get as close to the best situation as possible.

Response:

Information from the 185th Street Station Subarea Plan was incorporated into analysis in this FEIS.

Tom McCormick

Voiced concern about the potential traffic problems associated with the proposed development at Point Wells. The proposed development at Point Wells would increase the number of vehicles crossing the county line via Richmond Beach Drive from 300 to 12,000. This will have a significant impact on the people who live on the street who are used to a very quiet neighborhood. He said the same concern holds true for those living near 145th and 185th Streets, where traffic is expected to increase dramatically. These traffic increases are not something the community wants or should tolerate. He said he has proposed a Comprehensive Plan Amendment that would add the following provision: *"The following average trip limits will apply to local streets and collector streets. The default average daily trip limit would be 1,500 vehicles per day, but Council would have authority to go up to 3,000."* This would be a hard limit, and future development proposals that create traffic beyond the limit would be rejected. The citizens want to take back their streets. They need certainty that traffic will not significantly increase over time.

Response:

See Section 3.3 for more information about traffic. Potential impacts from the proposed development at Point Wells were considered as part of traffic modeling for this FEIS.

John Behrens

Referred to a letter the Commission received earlier regarding affordable housing. The letter referenced a newspaper article written a decade earlier and criticized the 10-year plan that was launched in 2005 to end homelessness. The plan committed to a dramatic increase in spending of low-income and homeless assistance programs. A committee to end homelessness was established to implement the plan and was primarily run by elected city and county officials, as well as big shots in the non-profit sector and corporate giving world. While the letter indicated an appreciation for the increased attention and dollars pledged to the growing problem, it said the plan lacked any commitment or policies to prevent the continued loss of the existing stock of low-income housing. For example, Mr. Behrens pointed out that two trailer parks were recently replaced with new apartment complexes. These trailer parks provided opportunities for affordable housing that are now gone.

Mr. Behrens said the letter points out that even if the plan fulfilled its goal to add 9,000 low-cost units countywide over the period; for every one unit created, three to four units would be lost to demolition, condo conversion and increased rents. Given that committee membership included many with ties to developer interests, the letter suggests it was unlikely that the plan would ever address the issue of displacement. Since 2005, the 10-year plan takes credit for adding about 6,000 housing units countywide; but in Seattle alone, over the same period, over 6,500 low-income apartments have been demolished, another 3,000 were lost to condominium conversion, and at least 6,000 were lost to speculative sale and rent increases. Thousands more were lost in the rest of the county due to these forces. The letter emphasizes that today homelessness has reached record levels (up 13% in 2013 and 20% in 2014). County and city leaders won't acknowledge that the plan has failed and refuse to link the problem to the continuing loss of existing units and gentrification. Instead, they've extended their plans out indefinitely.

Mr. Behrens commented that in just one year, King County and Seattle spends \$45 million on homeless issues; which is enough to give each homeless person \$15,000 per year. He suggested that the county and cities need to use the funds smarter, and he shared the following ideas:

- Require developers who demolish low-income housing to replace 1 for 1 the units they remove at a comparable price, and impose a citywide moratorium on demolitions until this provision is adopted.
- Create a housing preservation commission to inventory the remaining stock of privately owned, low-income buildings at risk of being lost, and recommend strategies for quick acquisition of these buildings. Include existing single-family homes, which rent at affordable rates.
- Inventory unused public lands and make them available for low-income housing development. This gives people free land to build on.

- Establish a growth-related housing fund and dedicated 20% of the incremental increase in property tax revenues from new construction citywide to development of low-income housing.
- Adopt developer impact fees to replace tax subsidies granted to developers.

Response:

See response to Janet Way's January 31, 2015 written comment regarding this issue.

Tom Jamieson

Commented that the City's impact fee ordinance went into effect on January 1, 2015, but all development permit applications submitted prior to that time are not be subject to the provisions of the ordinance. There is incentive for these developers to wait until rezoning occurs to move forward with their projects; and it would be in their best interest to rezone the areas as quickly as possible so they can avoid the impact fees. He expressed his belief that the City should not rush the subarea plans in order to accommodate existing or anticipated development applications. Rather, the rezones should occur in the best interest of the City. He voiced concern that small movements might be overlooked by the public because they are focusing on the big picture and their own particular parcels. He asked the Commission to confirm whether or not revisions to the plans are being done in the special interest of particular developers and/or applications or legal challenges.

Response:

Comment noted.

John Kropf

Commented that 21st century transportation is being overlooked completely. The plan provided by Sound Transit was born in 1980 and provided more capacity than what the current plan is proposing. He submitted information for the Commission to consider and asked that they pay particular attention to 145th, which is a very congested area. Light rail coming through will make it worse.

Response:

See responses to your February 1 and 16 written comments.

Jeff Eisenbrey

Said he lives in the area that would be impacted by the 145th Street Station Subarea Plan. He expressed his belief that the station would make more sense in other areas of the City where the zoning already exists to support development. For example, the 145th Street and 15th

Avenue areas have high density as opposed to the proposed location across the street from a golf course and the most expensive private school in the state. He expressed concern about aggregation of properties. He has observed growth in and around the Seattle area for years, and the buildings that tend to be constructed where aggregation occurs are grandly out of scale with the entire neighborhood. It takes time to build while aggregation is happening and the properties in and around the development sites become blighted. If the area around the station is rezoned, he has to wonder whether or not he should fix his roof. Maybe someone will offer him a lot of money for the property and his home will be torn down. Anything they can do to limit the number of players would be helpful; taking the multi-million dollar corporations out of it and placing the development in the hands of small scale developers and private land owners who are already in the City. He referred to the Eastlake area of Lake Union as an example of slower-paced development that is resulting in a broad mixture of architectural styles and small, pedestrian-friendly businesses.

Response:

See response to your February 5, 2015 written comment.

Brian Derdowski

Noted that while not a resident of Shoreline (from Issaquah), he had been coordinating with other residents of Shoreline to support their interests. He indicated he would submit written comments by the February 17th deadline and suggested it would not be appropriate for the Commission to make their recommendation before the close of the comment period. He referred to a picture of the 145th Street Station Subarea. He noted that although half of the subarea is located within the City of Seattle, nowhere in the DEIS is there mention of the City of Seattle's concerns. There is no mention of the 145th Subarea in the 185th FEIS, either. He emphasized that these two gigantic rezones for the same purpose are just a short distance from each other, and it is a violation of a number of principles established by the State Environmental Policy Act (SEPA) not to look at the two plans together. At this late stage, he suggested the best approach would be for the City to halt the FEIS for the 185th Street Station Subarea and do a supplemental that incorporates the 145th Street Station Subarea, and then start a supplemental for the 145th Street Station Subarea DEIS that references the 185th Street Station Subarea.

Mr. Derdowski explained that an EIS for a planned action needs to be much more rigorous than an EIS for a subarea plan because once a planned action is adopted, there is no additional SEPA review. The detail of environmental review in the 145th Street Station Subarea DEIS is actually less than many of the subarea plans he has looked at that do not purport to address project-level impacts. Since project-level impacts are not being addressed in the DEIS, SEPA should be applied to future projects. He suggested one way to address this problem is to have the preferred alternative move to the FEIS stage as both a planned action and subarea plan rezone, thus allowing the Council a choice. Another option is a "potential zone," where the underlying zoning would stay the same and the "potential zone" would be the recommended zoning. In order to get that zoning, there would be specific triggers, and the applicant would apply to actualize the zoning.

Mr. Derdowski commented that the proposed subarea plan uses a form-based zoning concept, which makes it even harder to identify impacts because the specific uses cannot be identified. In talking to experts and nationally-recognized advocates of form-based zoning, he learned that Albuquerque used form-based zoning for its transit rail corridor and it was a disaster. He also learned that “going out into the neighborhoods with form-based zoning would be a huge mistake,” and that the best use of form-based zoning is incremental and backed up by strong regulations that create a public realm with ample investments in public amenities and services.

Mr. Derdowski said another reason for requiring future projects to go through SEPA is so the City can apply special conditions of approval based on project-level impacts. He reviewed that the City’s regulatory authority has two components: the development code and SEPA. Under SEPA, cities can identify adverse environmental impacts and impose special conditions. He also reviewed that the current vested rights law is extremely pro development. If the City wants to adopt a stronger stormwater regulation, impact fee, etc. in the future, they run the risk, if zoning is already in place, of developers rushing to vest. If this were to occur, the City would have no development regulations or zoning conditions in place, and SEPA would not apply, either. He summarized that preserving the opportunity to apply SEPA is something the City can do, and most of what they want to accomplish can be done via a subarea plan.

Mr. Derdowski pointed out that all three alternatives assume that the proposed light rail station would be constructed, along with a park-and-ride structure for 500 cars and other improvements in the vicinity of the station. What happens between now and the completion of the station is one of the real defects in the plan. As the Commission considers the phasing options, he asked them to consider triggering events instead of dates. The EIS should evaluate what the impacts will be over time. In order to turn the City’s long-term vision into a plan, the impacts must be studied to a greater degree. He expressed his belief that many of the assumptions set forth in the DEIS, particularly the road impacts, are very speculative.

In order to protect the City’s interest, Mr. Derdowski recommended the rezone be adopted as a subarea plan. He recalled that at the hearing on the 185th Street Subarea Plan FEIS, staff appeared to suggest that proposed projects would not go through a traffic concurrency analysis. He hopes this is a misinterpretation because it would clearly be a violation of state law. It absolutely takes his breath away that an up zone of this magnitude is being proposed with such a “sketchy” traffic analysis and with a Capital Improvement Plan that is highly speculative, unfunded, and not disciplined with a concurrency analysis. At the very least, the City should do a model run, plugging in background development, etc.

Again, Mr. Derdowski said he plans to submit written comments, and he suggested the Commission consider accommodating panel-style discussions. People are organizing and working hard, and they deserve to have longer conversations with the Commission. This will save a lot of time and heartbreak in the future.

Response:

Comments are noted. The City of Seattle was provided a copy of the DEIS but has provided no comment. The FEIS acknowledges concurrent projects, including the adopted 185th Street Station Subarea Plan, and the resulting impacts and mitigation measures for the two subareas are being considered concurrently. The City will comply with RCW 43.21C and its implementing regulations if it elects to adopt a planned action ordinance for the subarea that would subject planned action projects to specific mitigation measures as well as compliance with the City's regulations, including those related to concurrency. The 145th Street Station Subarea EIS would serve as the EIS for this ordinance.

The City has not identified, nor does it intend to, a preferred alternative in the EIS. The FEIS contains an analysis of impacts based on a two-stage, year-based phasing approach, providing certainty for both property owners and developers.

Transportation is addressed in Chapter 3, Section 3.3. Stormwater is addressed in Chapter 3, Section 3.4. The methodology utilized for the analysis of both transportation and stormwater is an industry acceptable methodology and results in a well-reasoned analysis of the impacts. The provision of two action alternatives (now three in the FEIS) along with a no-action alternative provides a range of reasonable alternatives for the purpose of analysis, with varying development intensity for each.

Please see 185th Street Station Subarea FEIS, Chapter 4 Response to Comments in regards the incorporation of those comments.

Heather Murphy Secrist, PhD

Said she and her husband moved to Shoreline in 2010. They fell in love with the Ridgecrest Neighborhood, with its friendly, family appeal, as well as trees, parks, movie theater, local coffee shop, and wide streets with plenty of parking. It had all the benefits of a small town, while still being next to the big city of Seattle. She read the flyers that were sent out and was excited to have the light rail come to 145th Street. While the flyers indicated the change would affect where she lived, they did not clearly express just how much things would change. It was only when her husband did a walk through that she began to understand. While attending the meetings last fall, she was shocked to see that the plan was to take her lovely, small-town feeling home and turn it into the next big city with giant high rises up to seven stories tall.

Dr. Murphy Secrist said her fellow neighbors have expressed similar feelings that they do not want the proposed change. Many people spoke about having options that were not as drastic as the zonings in Alternatives 2 and 3; and many said they liked Alternative 1 with no changes. A member of the planning staff responded to that by saying Alternative 1 would not work because the light rail would bring change. She agreed that change is coming, but she questioned why they need to lay out the red carpet for it. Why do they need to make

such drastic rezones to the City all at once to accommodate the light rail? The neighbors do not fear change simply because it's change. They fear planned changes that will destroy what they love about the city they call home. She expressed her sincere hope that the Commission will hear that the citizens want a slower phasing of the zoning in order to ensure the best possible result in the end. She asked the Commission to find a way for light rail to be a positive addition and not a destructive force.

Response:

Comments are noted. Chapter 1 and the Public and Stakeholder Involvement Plan (Appendix) detail the public process for the 145th Street Station Subarea. The FEIS considers phasing for all action alternatives. See also City's Response to written comments submitted on February 4, 2015, and to March 21, 2016 written comments.

Cory Secrist

Said his understanding is that the main impetus of the rezoning plans are light rail and affordable housing, which are both noble goals; and the City is looking at the rather radical and experimental ideas utilized by the City of Seattle to figure out a way to deal with population growth and the need for more affordable housing and mass transit. He voiced concern that the proposed zoning is in excess of what would be needed, as it does not appear the proposed light rail system will offer enough seats on trains to accommodate the amount of people that will come into the City based on the proposed, large scale rezones.

While Dr. Secrist agreed that affordable housing near the station makes sense, he questioned the numbers in the DEIS. For example, the proposal would offer a property tax exemption to developers if at least 15% of the units in a multi-family complex are affordable at 70% Average Median Income (AMI). He pointed out that the AMI in Shoreline is \$66,576, which means that 70% of AMI is \$45,533. The projection is usually based on 1/3 of a person's income being used for rent, which means that apartments that rent for \$1,279 per month would be considered affordable. These units would be affordable to the lower middle class, but not what people typically think of as low-income. He reminded the Commission that, according to the numbers in the DEIS, 13.9% of the City's population falls within the low and very low income groups, and these individuals would not benefit from the affordable housing provisions outlined in the plan.

Dr. Secrist voiced concern that the massive rezone would essentially push people out of their homes and could cause property values to go down because of blight. Over time, the middle class will be in apartments instead of the single-family homes they are in now and the lower class will be pushed into the micro apartments and apodments that are sprouting up in the Puget Sound region, including along Aurora Avenue North in Shoreline. He summarized that the plan will not be good for affordable housing, and the City can likely fill the light rail trains with the current population.

Response:

Comments are noted. Affordable housing is addressed in Chapter 3, Section 3.2 Population, Housing, and Employment. The Lynnwood Link Extension FEIS, issued April 2015 by Sound Transit, analyzes the purpose and need for the light rail system, including the 145th Street Station and passenger expectancy. The FEIS reflects the issuance of Sound Transit's EIS. The provision of affordable housing to all economic sectors is set forth in the City's Comprehensive Plan and the City has varies regulations to facilitate the siting of such housing for all sectors based on the King County Average Median Income; a well-established standard of measuring affordability based on both federal and state law.

Chapter 2 Description of Alternatives discussed how alternatives were developed through an intensive public process. A third action alternative – Alternative 4 Compact Community Hybrid – was developed based on subsequent public comment. These alternatives along with the no action alternative provide a range of reasonable alternatives for the purpose of analysis. The concept of phasing for each action alternative is discussed in the FEIS.

Also see responses to your February 18, 2015 and March 21, 2016 written comments.

Pat Kenney

Pointed out the need for adequate transportation to and from the station. There also needs to be a bridge for pedestrians, bicycles, and motorized scooters/chairs for those who cannot walk a far distance. She likes the “green corridor” concept, but the Commission should be aware that the pictures stop at 145th Street, and there needs to be a wide pathway across the highway. While the City anticipates that Sound Transit will fund this access, they should wait to make sure it gets done. She asked the Commission to take specific note of the proposed pathway starting on 150th Street and going west to 152nd Street. She noted that the pathway near 152nd is muddy, there is very little light, and cars are often parked there. She said she supports planning ahead to avoid sprawl and uncoordinated growth, but she is concerned about the impact the rezone will have on the existing residential homes. She noted that a number of places in Seattle have boarded up homes, and she would hate to see this happen in Shoreline. She likes the idea of phasing in the zoning, but there should be an opportunity to reexamine the zoning at certain intervals. Lastly, she asked the Commission to delay its decision to include Sound Transit's FEIS.

Response:

Comments are noted. Chapter 3, Section 3.3 of this FEIS addresses multi-transportation including pedestrian and bicycles, and all action alternatives incorporate a “Green Network” concept. Chapters 3.1 and 3.2 address market forces and housing needs for all alternatives,

including the No Action Alternative. Sound Transit issued the Lynnwood Link Extension EIS in April 2015; the FEIS reflects this fact. Sound Transit's EIS sets forth mitigation measures related to passenger needs. The City's FEIS considers phasing for all action alternatives. Also see "Common themes for DEIS comments" at the beginning of this chapter, specifically "Request to phase zoning" and "Request to delay decision-making."

Carolyn Creighton

Said she has lived in Shoreline for 39 years. She asked the Commission to slow down the process. She also expressed concern that many of the property owners still do not have a clear understanding of the proposed changes. The City should make more effort to get the word out and provide a clearer explanation of how the proposed changes can impact residents.

Response:

Comments are noted. Chapter 1 and the Public and Stakeholder Involvement Plan (Appendix) detail the public process for the 145th Street Station Subarea. Per City Council direction, the 145th Street Station EIS process was suspended until completion of the 145th Corridor Study with additional opportunities for public involvement available. Also see "Common themes for DEIS comments" at the beginning of this chapter, specifically "Request to delay decision-making."

Ginny Scantlebury

Said she has lived in the City since 1982. She briefly reviewed the extensive community process that took place when the City adopted its first 20-year Comprehensive Plan in 1995. She questioned what happened to the City's staff and Council over the past 20 years, as they now appear to make decisions first and then ask what the residents want. She questioned why the staff does not provide the citizens with all the details of the proposals. She asked the Commission to consider citizen requests over the past year to slow the light rail plans down. She said she has not heard one resident voice support for the proposed high-density zoning plans. Instead, they would like slower, more controlled growth. She noted that residents have voiced concern about how the plan would impact roads, schools, utilities, and police. Once the zoning is in place, developers will be ready to start building in the new MUR-35', MUR-45' and MUR-65' zones; and the character of the neighborhood will be lost. The current residents do not want a city like Fremont, Ballard or Lake City. She said she prefers Alternative 1. However, she would also support a phased-in plan that is somewhere in between Alternative 1 and Alternative 2.

Response:

Comments are noted. Chapter 1 and the Public and Stakeholder Involvement Plan (Appendix) detail the public process for the 145th Street Station Subarea. Chapter 2 provides descriptions for each of the alternatives, including the new alternative arising from public comment –

Alternative 4 Compact Community Hybrid. The FEIS considers phasing for all action alternatives. Noted that support is for No Action Alternative or a phased Alternative 1/Alternative 2 configuration. See also City's Response to written comments submitted February 2, 2015. See Sections 3.3, 3.6, and 3.7 for more information about how potential zoning scenarios analyzed in the FEIS could impact roads, schools, utilities, and police. The potential to phase zoning is analyzed throughout the FEIS.

Sigrid Strom

Said she participated on the citizens committee that worked on the Southeast Subarea Plan in 2008 through 2010. She voiced concern that the current process is flawed, and she urged the Commission not to make a decision until they have received all of the public comments. She also encouraged them to slow down the process. She noted that none of the elements that were identified as important to the residents in the Southeast Subarea Plan were incorporated into the proposed new plan. She recalled that the plan included a lot of details about valued community characteristics, an inventory of who and what was there, and current problems and potential impacts related to transportation. It included a green corridor, which is also in the Comprehensive Plan. Again, she urged the Commission to take more time. She particularly asked them to review the original Southeast Subarea Plan and the community values it identified. These values are consistent with the comments the Commission is currently hearing from the citizens.

Response:

See response to your February 19, 2015 written comment.

John Behrens

Pointed out that there is a Carmelite Convent on 145th, which provides a treed, private, quite place that is important to the corridor. This property is also included in the proposed rezone. It is not likely that the owners of this property will approach the Commission to speak on their behalf, but the City owes it to them to let them know what is going on and attempt to get their feedback.

Response:

Comment noted.

Thomas Poitras

Said he supports Alternative 3, for a compact community with no added-on corridors. He also supports a phasing approach where feasible. Neighborhoods within that area which are not curtailed for early population density increases to support light rail should not be opened up for development until they are needed. Those neighborhoods should be spared the unnecessary anxiety associated with what they perceive

to be unfettered and uncontrolled development around them. Neighborhood residents have voiced concern about the loss of quality of life and property values if something unpleasant is built near them.

Mr. Poitras reminded the Commission that the stated purpose of the corridors is to increase business activity and connect existing large commercial areas. If this were true, he suggested there would be more corridors included, some of which would be better suited to accomplish that purpose. For example, 15th Avenue Northeast could be extended from 155th to North City, connecting North City with the substantial business district at 145th Street and 15th Avenue. An upgraded 145th Street could connect Meridian Avenue to Ballinger Way, with access to the very busy shopping center at Aurora Village. Also, 165th Street from 5th Avenue to 15th Avenue could be up zoned to connect the cluster of shops near the Crest Theater to North City. The business center near the Crest Theater is at a commercial dead end. It does not commercially connect to North City and it has not been suggested that it should be commercially connected to 165th Street. Although the initial corridor version had up zoned around 8th Avenue and 165th to potentially support these businesses, the possibility was abandoned with no explanation. The benefits of making 5th Avenue a connecting corridor from 155th Street to 165th Street, as currently configured, seem minimal at best and not worth disrupting the lives of the people who live there, including putting their property values in jeopardy. There are many types of businesses that would devalue any home that was next to them, and the code does almost nothing to prevent that from happening. This would be true of all rezoned arterials, and not just 5th Avenue.

Mr. Poitras questioned if a study has been conducted to provide an educated guess as to how many jobs would likely be created on the 5th Avenue or 155th Street corridors and how much they would increase Shoreline's economy for the next 10 to 15 years. He expressed doubt that the impact would be significant. A more likely scenario is that the corridors would be degraded by cheap home conversions to marginal small businesses. Although home conversions are supported by some City officials, home degradation would inhibit good growth for the future. The City needs smart, inviting streetscapes that people can be proud of.

Response:

Comments are noted. Supports Alternative 3 with no added corridors for the 145th Street Station Subarea. See Chapter 3, Section 3.3 for an analysis of Transportation impacts and includes the 145th Street Corridor Study. Chapter 3, Section 3.2 Population, Housing, and Employment speak to market forces and job creation under each alternative.

Liz Poitras

Said that while she does not advocate that the City slow the process down, it would be very beneficial for a City official to very clearly state the reason for the current timeline and the consequences of not meeting the deadlines. She said she is in favor of Alternative 3, with no added corridors for the 145th Street Station Subarea. Alternative 2 would connect corridors by spreading out the potential for

redevelopment, but it would also spread out the need for costly infrastructure changes. As stated in the DEIS, Alternative 2 would require the most utility and transportation improvements and upgrades. It would also require the highest level of public services to serve the proposed growth because the alternative, at build out, would cover a greater geographic extent than Alternative 3.

Ms. Poitras said Alternative 2 may also make it more difficult to assess the actual results of the new MUR zones and Development Code changes. The projects may be widely scattered, and problems in the code may not be apparent early on. Even with all the hard work the Planning Department has put into changing the Development Code for the MUR zones, we will probably witness many unintended consequences, such as the parking problem at the Polaris Development.

Ms. Poitras noted that Alternative 2 provides far less potential for affordable housing than Alternative 3. If increasing affordable housing is one of the City's goals, Alternative 3 should be chosen. Most of the area in Alternative 2 is covered by MUR-35' zoning, which has no requirement for affordable housing. If early developers in the MUR-45' zones choose fee-in-lieu-of, the City could end up with little or no alternative housing when the station opens. As stated in the DEIS, Alternative 3 would provide more housing opportunities than Alternative 2.

Poitras said the DEIS identifies some of the increases in traffic in the area, and they will be substantial. As stated in the DEIS regarding traffic in Alternative 2, North/Northeast 145th Street, North/Northeast 155th Street, Meridian Avenue North, 5th Avenue Northeast and 15th Avenue Northeast would all experience a large increase with growth between 40% and 150% as compared to the no action alternative. The numbers for Alternative 3 are 40% to 140%. She noted that 1st Avenue Northeast, 8th Avenue Northeast, and 10th Avenue Northeast were not explicitly analyzed in the DEIS. Adding more corridors will result in more traffic everywhere due to the additional commercial and retail development and not all the customers will arrive on foot. For these reason, she supports Alternative 3.

Response:

Comments are noted. Stated preference for Alternative 3. Note that additional analysis is provided in the FEIS on traffic related to Alternative 4. See Chapter 3, Section 3.3.

T.J. Hogan

Said he was shocked to learn about the radical changes being proposed, and he implored the City to slow down the process. He expressed support for Alternative 1, which is to do nothing until they slow down and take a better look at the area. Much of Alternatives 2 and 3 is based on pure speculation on what the City thinks will happen, but they don't know what will happen in the future. The proposed rezoning would tie the City's hands in the future, which is not wise.

Response:

Comments are noted. Supports Alternative 1 – No Action Alternative. The purpose of the environmental impact analysis process is to provide information about alternatives, as well as to analyze the potential impacts related to alternatives and to develop recommended mitigation measures to address the impacts.

Judy Nelson

Urged the City to take more time, as many people are just finding out how their properties will be impacted. She expressed her belief that any changes or development should be done in steps. This is a large project, and there is potential for many missteps. As an example, she referred to the ongoing expansion of the Evergreen School on Meridian Avenue, where transportation impacts were not adequately planned for and neighbors have repeatedly complained to the City over problems. If this somewhat small project was not planned for adequately, she questioned how the Commission can be sure that this humongous project is being planned for adequately. She asked the Commission to postpone their decision until after Sound Transit has issued its FEIS in April. She also questioned if Twin Ponds should be identified in the plan as a wetland that needs more study.

Response:

See Sections 3.3 and 3.4 for more information about potential transportation impacts and mitigations, and Twin Ponds Park and wetlands.

Steve Schneider

Said he and his wife live in the upper Pelican Park Neighborhood of 8th Avenue Northeast and Northeast 150th. He referred to a letter he submitted previously regarding his concerns. He said he and his wife are in favor of a thoughtful, slow, limited-phase rezone that does not destroy the character of the community they love. They felt the area should remain predominantly single-family homes. It is critical to keep in mind that once the planned action ordinance is adopted, future projects consistent with the ordinance would not be subject to further environmental review under SEPA. A planned action ordinance presupposes that the initial environmental review is thorough and sufficient; but in this case, the project's environmental review fails in fundamental ways. The DEIS concludes in several sections that no significant, unavoidable, adverse impacts would be anticipated; in part because incremental growth will allow the City to monitor and address the impacts over time. He expressed his belief that this type of analysis is inappropriate when the planned action process is intended to limit future review of environmental impacts because the initial review is thorough. He said the DEIS is a review full of guesses, which punts the problems into the future. Moreover, he said there is no way to determine that the growth will be slow or incremental, and there is no guarantee that the City will have the will or the funds to respond to future adverse impacts. The DEIS acknowledges that funding for improvements to serve growth is not secured. He expressed support for the criticisms voiced on many occasions about the inadequate review and mitigation of traffic, parking, surface water runoff and other issues, and he asked the City to slow down the process.

Response:

Comments are noted. The FEIS considers the concept of phased zoning for all of the action alternatives. The City will fully comply with SEPA, 43.21C RCW, and its implementing regulations if it elects to adopt a planned action ordinance for the 145th Street Station Subarea. The FEIS will serve as the EIS for that ordinance. Chapter 3 provides an updated analysis for impacts including, Chapter 3, Section 3.3 addressing transportation impacts and incorporates the 145th Street Corridor Study; Chapter 3, Section 3.4 addressing stormwater; Chapter 3, Section 3.7 addressing utilities. The FEIS must analyze the probable adverse environmental impacts of a proposal, it is not an economic impact analysis. Also see City's Response to February 2, 3, and 19, 2015 written comments. Also, see responses to your February 3 and 19, 2015 written comments.

Cathy Floit

Said she and other citizens are present because they believe the process and comment period have meaning; and the Commission has shown that is true. She commented that her home in the Pelican Park Neighborhood is her sanctuary that is threatened by the proposed plan. She considers her neighborhood to be diverse, and she does not see how this could continue under the proposed alternatives. The neighborhood is affordable and most of the homes are owner-occupied. The owners of the new condos and apartment buildings will likely charge their tenants far more than the mortgage the current single-family homeowners pay. Although they welcome low-income housing, none of them would qualify. They seem to be caught in the middle with no place to live. They are gardeners and love their outdoor space. They frequent the farmer's markets in summer and enjoy growing their own fruits and vegetables, as well. They need sunlight for that and for their own mental health. They are out on beautiful sunny days enjoying the neighborhood, and the thought of multi-story buildings blocking them in is depressing. They love their parks, trees, and the amazing wildlife in the neighborhood. She asked the Commission to please maintain the neighborhoods.

Response:

Comments are noted. Chapter 1 and the Public and Stakeholder Involvement Plan (Appendix) detail the public process afforded the EIS process for 145th Street. Chapters 3.1 and 3.2 addresses market forces and housing opportunities under each of the alternatives, including the No Action Alternative. Also see City's Response to February 3, and 19, 2015 written comments.

Shirley Parker

Said that her property in the Upper Pelican Park Neighborhood would have no sunlight if the City adopts a plan that allows seven-story buildings. She loves to garden, but her property would be completely shadowed. She raised her family in the home, which is paid for. She won't be able to live anywhere else when she quits working, as she would be unable to afford \$1,200 per month for rent. She lives in what

she considers low-income housing. While she supports light rail, she asked that they not destroy the neighborhoods and keep the single-family homes.

Response:

Comments are noted. Also see City's Response to February 2, 2015 written comments.

Dan Jacoby

Observed that the freeway exits in Shoreline are at least 7/10 mile from the main business corridor, Aurora Avenue North. Clearly, this part of the freeway was designed not for commerce, but to bring people from their homes in Shoreline to their work in Seattle and back. The light rail is obviously planned to relieve increasing congestion on the freeway, and choosing to more than double the number of housing units in these two areas would defeat the purpose. With a crowded light rail, the City would merely be adding an uncomfortable way to get to work to an unreliable way to get to work.

Mr. Jacoby pointed out that the Puget Sound Regional Council's (PSCR) population forecast for 2040 projects an average annual increase of 1.2% for the region, which is over 50% higher than census projections for the whole country. The planned rezones are based on projections for Shoreline that are 60% higher than the region or 2.5 times the national average for decades. Given the long-term impossibility of predicting business and economic cycles, new technologies and generational shifts, he suggested the numbers are meaningless. He questioned why the City is planning for massive growth 60 to 100 years into the future.

Mr. Jacoby suggested that the Commission recommend to the City Council that they select the no-build alternative for 145th Street. Alternatively, they could recommend the opposite of what happened with 185th Street where there was suddenly a large up scaling of even the largest proposed alternative. This time, they could create a dramatically downsized alternative. He volunteered to help the planning staff create this new alternative, which would send a clear message that the process is heading over a cliff and the City needs stop, take a breath, and head in a new direction.

Response:

Comment noted.

Yoshiko Saheki

Said she lives within the subarea and the "no action" alternative (Alternative 1) does not make sense to her. As a lay person, it seems that future growth in Shoreline should be directed and guided rather than be left primarily to market forces. At the same time, the idea of

placing more density closer to the station does not make sense because the subarea is not a blank slate. Imposing density just based on nearness to the station ignores the existing established neighborhoods, current conditions elsewhere, and existing infrastructure.

Ms. Saheki recalled that at the Commission's last meeting, someone living along 15th Avenue Northeast asked to be included in the subarea because her home is one of the few single-family residences left on her block. The Commission listened to this request and extended the subarea boundary to encompass her block. This is one example of how the Commission and the process may have overlooked existing conditions in Shoreline. For example, on the other side of Interstate 5, the widest streets are Aurora Avenue North and Meridian Avenue. It seems that those streets could accommodate more density than 1st Avenue Northeast, which currently doesn't have sidewalks and could never hold two lanes of traffic in each direction. She recognized that improvements would come with density, but it would be smarter to have the first planned higher density along streets that already have the capacity.

Ms. Saheki commented that if the Commission is going to hold onto the idea of a parking requirement of .75 spaces per unit, it is important that the higher density occurs first in an area that is within walking distance of a grocery store. As she previously stated, people will do much more than commute to work, and the Commission should give these other activities more weight when considering where density is placed in respect to the forthcoming light rail station. She suggested that the first phase be clustered along 15th Avenue Northeast, Aurora Avenue North, and possibly Meridian Avenue.

Response:

Comments are noted. Chapter 1 and Chapter 3, Section 3.1, and Section 3.2 discuss the theory for providing the highest level of density in close proximity to the light rail station. All action alternatives are based on this planning theory. Sections 3.1 and 3.2 also address existing housing stock/characteristics. The FEIS considers the concept of phased zoning for all of the action alternatives.

Krista Tenney

Said her family moved to Shoreline in 1988, and they love every inch of their ¼-acre property. She attends a church that is on 1st Avenue Northeast and 147th Street, which is a challenging intersection with no left turn. She referenced Mr. Derdowski's earlier comments about the need for more interaction with the City of Seattle regarding traffic impacts. She specifically asked the Commission to consider the impacts of Alternative 2 for the triangular property between the freeway and 1st Avenue Northeast. This property is proposed for dense development, and she does not understand how 1st Avenue Northeast can be widened to handle the additional traffic. She emphasized the need for the Commission to consider the impacts to the neighborhoods. She asked them to slow the process down to make sure the plan is done wisely. She said she supports Mr. Derdowski's earlier recommendation that the City consider the 145th and 185th Street Station

Subarea Plans together. These two areas are very close to each other and the impacts will be far reaching. If possible, she asked them to wait to make a decision until after Sound Transit has issued its FEIS.

Response:

Comments are noted. Chapter 3, Section 3.3 addresses transportation impacts and includes the 145th Street Corridor Study, a multi-jurisdiction study that included the City of Seattle. The City of Seattle has received notice of the EIS and has not submitted any comments. The FEIS acknowledges concurrent projects, including the adopted 185th Street Station Subarea Plan, and the resulting impacts and mitigation measures for the two subareas are being considered concurrently. Sound Transit issued the Lynnwood Link Extension EIS in April 2015; the FEIS reflects this fact. Also, see response to your January 29, 2015 public comment.

Janet Way, Shoreline Preservation Society (SPS)

Stated that the Shoreline Preservation Society (SPS) is a Washington State non-profit organization with members living in and around Shoreline who work to preserve the environment and quality of life. She requested that the SPS be granted party of record status with legal standing. In addition, she asked that all of SPC comments before and after the hearing be included in the record by reference. She explained that the planned action ordinance would leave out residents who wish to give input on details not yet analyzed. New residents who move to the City in the next few years would have no right to comment or play a part in future growth, either. She urged the Commission to reject this aspect of the proposal.

Ms. Way referred to a statement in the DEIS found in the “Changes in Neighborhood Section,” which states that *“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, transition and construction can be uncomfortable and unpleasant.”* The DEIS acknowledges that people are going to be displaced.

Ms Way noted that key areas are not addressed in the DEIS; most outstandingly, the segregation of the environmental review between the 145th and 185th Street Station Subareas. It is as if they are in two separate time zones or countries. The cumulative impacts on traffic between the two subareas need to be addressed, as do the cumulative impacts on infrastructure (drainage, stormwater runoff, wastewater, water, etc.) She pointed out that the DEIS does not consider the impact on the existing community when a large number of the residents are displaced. She pointed out that the 145th Neighborhood is currently a healthy neighborhood, and nearly all of the properties are developed with single-family homes. She questioned the potential for blight resulting from speculative development, and noted that the issue was not analyzed in the DEIS. The DEIS did not analyze the impact imposed on the neighborhood when properties transition to rental

units, either. She suggested that spot development could subject both light rail station areas to blight. The DEIS should study the impact to property owners and the potential for homeowners to sell and buyers to get mortgages.

Ms. Way reminded the Commission that parks and open space is a requirement of density as per the Growth Management Act (GMA), yet the provisions in the DEIS and the preferred alternatives for increasing or enhancing open space are very inadequate. Existing useable open space for the current population is already inadequate, but only one new park is suggested in the DEIS for the projected population increase of between 2,886 to 5,314 new residents. She said there are numerous opportunities within the station area that could be utilized to provide more open space, access and recreation if it was required. In particular, she said the Paramount Park open space needs to be protected, as it is the largest wetland in Shoreline and is salmon habitat if the fish could get there. In addition, the Jackson Park Golf Course is a public course, and it would be an abomination if that were taken over by development as suggested in the market study. She summarized that the emotional impact to the community as a result of the two subarea plans would be huge. The salability of single-family homes and parking impacts are also significant concerns. She resubmitted her drawing of the rezone area with about half the density. She also referred the Commission to the Thornton Creek Watershed Study, which she previously submitted. Lastly, she asked the Commission to slow down the process.

Response:

See responses to your February 5, 2015; and March 17 and 21, and April 7, 2016 written comments.

Sharon Cass

Agreed with the previous speakers that the City should slow down the process. She said she has lived in her home, which abuts Twin Ponds Park, for 52 years. It is so wet in the fall, winter and spring that she cannot walk in her backyard. She said she supports Alternative 1.

Response:

Comments are noted. Prefers Alternative 1 – No Action Alternative. See also City's Response to February 13 and 14, 2015 written comments. See Section 3.4 for discussion about Twin Ponds Park and wetlands.

Responses to Spoken Comments during February 9, 2015 City Council Meeting**Brian Derdowski**

Sensible Growth Alliance Public Interest Associates, expressed concern about the planned action rezone and recommended that Council adopt potential zoning so it allows existing zoning to remain in place, and combine the 185th and 145th Environment Impact Statements (EIS). He suggested adopting Sound Transit's EIS as a reference document, defining Phase 1 as the area in the immediate vicinity of the station, and reducing form based zoning to the immediate area around the Stations. He commented on public opposition, potential political impacts, and asked Council to work with the community.

Response:

Comments are noted.

Peter Watters

Shoreline resident, commented on the rezone change from the perspective of an older population and the millennial population, and talked about families fitting in the new rezone.

Response:

Comments are noted.

Dan Jacoby

Requested Council to slow down the rezoning process, rezone a smaller area next to station, and then step back to see what happens. He advocates for not making Shoreline North Seattle, and offered his support for Councilmember Roberts' Option One recommendation.

Response:

Comment noted. The City Council amended the adoption schedule.

Karen Easterly Behrens

Read a quote from Mayor Winstead, and then commented on selling, financing and buying a single family home in the Station Subarea.

Response:

Comment noted.

John Kropf

Submitted maps to resolve transportation problems in Shoreline.

Response:

Comments are noted.

Paul Goracke

Commented on his preference of raising a family in the area in detached buildings, and not wanting to live in a high density area. He asked why there is a rush to start Phase 1, and that Council consider the people that could be displaced.

Response:

Comment noted. The City Council amended the adoption schedule.

Rosalyn Lehner

Commented on buying a house five years ago and selecting Shoreline as a good place to raise her children. She asked Council to reconsider rezoning.

Response:

Comment noted.

Angela Henry

Commented on buying a house a year and a half ago, and stated she is not sure how she would get a new home or a new loan with the proposed rezone. She asked Council to vote no.

Response:

Comment noted.

Janet Way, Shoreline Preservation Society (SPS)

Asked Council to slow down the process due to numerous problems with the project. She referenced a map and shared that Sound Transit recommended building 700 units of housing around the Station within the first 20 years. She asked Council to wait for the FEIS from Sound Transit before making a decision. She then commented on having a legal memo from Dennis D. Reynolds Law Office, and read information from the document regarding SEPA and Planned Action Ordinances.

Response:

Comment noted. The City Council amended the adoption schedule. See responses to your other comments.

Elaine Phelps

Expressed concern that the appropriate processes have not been followed to inform the entire community of the rezone changes, commented that neighbors are scared and upset, and gave her perception of how the process looks to her.

Response:

Comment noted.

Ted Hikel

Commented on his awareness of rezones and their effects. He asked who will pay for the costs of additional city services and required open space, and asked Council to do a full cost benefit analysis.

Response:

Comment noted.

Ruth Williams, Thornton Creek Alliance

Spoke on how Thornton Creek has been harmed from commercial development and freeways. She read an excerpt from the Vision Statement in Shoreline's Comprehensive Plan, talked about the new Station changing the area, and commented on the need to keep and protect open spaces.

Response:

Comment noted. Parks and open space areas, along with critical areas, would be preserved and protected under any of the alternatives.

Meghan Peterka

Commented on purchasing their home in a community, and not as a land investment. She commented on displacing people in adult family homes and expressed that she wants her community to be welcoming.

Response:

Comment noted.

Tom Jamieson

Commented he is happy to see so many people in the Chamber as a result of a rallying community, and asked Council to allow all the people to be heard.

Response:

Comment noted.

David Higgins

Requested that the urban density Council promised to Sound Transit happen at a slower rate. He expressed support for adoption of the zoning alternative recommended by the Planning Commission, retention of nonconforming use in MUR-35 and MUR-45 zones, and mitigation for those being asked to leave Shoreline. He discourages minimum density requirements.

Response:

Comment noted.

Ginny Scantlebury

Asked how a decision can be made on the rezoning for the 185th Subarea Station before reviewing the FEIS from Sound Transit, and asked Council to consider Alternative I in the packet. She commented that too many residents still do not know what is going on.

Response:

Comment noted.

Wendy DiPeso

Asked that the rezones for the 185th Street and 145th Street Station Subareas be limited to properties immediately adjacent to the Station, to vet Councilmember Roberts' proposal with the community, and that no more rezoning take place until after Phase 1 is completely built out. She supports the Subarea Plan guiding development in the area and not a Planned Action, and waiting for Sound Transit's FEIS to be released so the public has an opportunity to review and comment on it.

Response:

Comments are noted.

Carol Ingraham

Commented on the excellent schools in Shoreline. She is noticing high density proposals but not seeing information on how schools will accommodate the increased density. She asked Council to slowly phase in the Plan.

Response:

Comments are noted.

Jan Helde

Commented that the rezone does not benefit homeowners and expressed concern about paying property tax for land without a lot of value. She asked if the Plan could start with shorter buildings and a smaller footprint to see if the area can handle the added traffic.

Response:

Comments are noted.

Robin Lombard

Asked Council to consider postponing rezone decisions until Sound Transit's FEIS is released.

Response:

Comment noted.

Kathy Vaughn

Mentioned she was a Lynnwood resident, representing her mother-in-law who lives in the area, and commented that they were unaware of the Station Subarea Planning until they received the Grizzly flyer. She shared that they and their neighbor have not received any mail from the City. She asked Council to make sure the community knows what is going on.

Response:

Comment noted.

Jan Stewart

Asked Council to slow down the process since people are just realizing the magnitude of the proposals. She commented that informational announcements focused on light rail and not the rezone, and that phased zoning has not been adequately studied or discussed in public meetings. She commented that the large scale rezones are not required by Sound Transit or the Growth Management Act, and asked Council to slow down and wait for Sound Transit's FEIS.

Response:

Comment noted.

Julie Houff

Commented on recently becoming aware of the project and not seeing details on the maps. She perceives the process as a work in progress, and commented on Sound Transit's 700 unit recommendation for the area.

Response:

Comment noted.

Christine Goetz

Read a statement regarding data collected in her community regarding public awareness of the Light Rail Station Subarea Planning process, and asked if the planning supports Vision 2029.

Response:

Comment noted.

Timothy Humphries

Asked Council to wait to receive Sound Transit's FEIS before making a decision.

Response:

Comment noted.

Dan Dale

Asked Council to wait for Sound Transit's FEIS so that better decisions can be made. He commented on the Shoreline Stations being a neighborhood station to the Lynwood Link Extension that would evolve over time. He expressed support for concentrated development closest to the stations.

Response:

Comment noted.

Boni Biery

Commented on concerns about a potential increase in water on property, taxpayer funding for a new infrastructure to address flooding while developers are exempt from paying property taxes. She referred Council to Agenda Item 7c.

Response:

Comment noted.

Will Sigman

Commented on phased zoning, traffic, parking issues, and said he is not entirely sure what the plan is now since there have been so many changes.

Response:

Comment noted.

Les Nelson

Shared that he is an expert on RCW 36.80 and fighting development next to single-family residential neighborhoods. He commented that the City's original EIS states that Shoreline was incorporated to be a bedroom community with views and trees, and that we are losing the goal of the original EIS.

Response:

Comment noted.

Jeff Eisenbrey

Commented that Council needs to wait for the FEIS or the City might close off opportunity to make legitimate challenges provided by SEPA. He read excerpts from 2009 Rutgers Law Record regarding limiting eminent domain, notification of neighbors, and relocation assistance. He commented that the process is going too fast and urged Council to slow down.

Response:

Comment noted.

Cathy Kennedy

Urged Council to slow down, and commented that her neighborhood is a nice place where neighbors gather together, and fears this Plan will adversely impact the neighborhood.

Response:

Comment noted.

Cheryl Anderson

Provided background on volunteering in the community, and shared that she recently found out about the proposed rezone through the Grizzly Flyer. She expressed concern about traffic and school impacts, and referenced the Ballinger Commons project and stated that they did not consider impacts. She asked the Council to slow down the process.

Response:

Comment noted.

Responses to Spoken Comments from the February 19, 2015¹ Continued Planning Commission Public Hearing² (from February 5, 2015)

Brian Derdowski, Issaquah

Commented that in just one hour of public comment, citizens were able to convince the City Council to loosen up the process and open their minds. As the process moves forward he encouraged the Commission to:

- Provide input to the City Council about how to redraw the boundaries for the subarea. If an area is over zoned, its value to redevelopers is reduced, making a large property's competitive advantage less than a small property. In addition, the boundary needs to be more directly associated with the freeway interchange and Sound Transit Station. It should be strategically designed so it is ripe and attractive to the right kind of development. If the first project is the wrong kind of development, the entire vision will be damaged.
- Reconsider the form-based Development Code Regulations that will control the proposed Planned Action Ordinance. Staff should be directed to create a matrix that compares the City of Seattle's standards with the City's proposal. Shoreline's code should not be any less restrictive than the City of Seattle's code or they will end up attracting Seattle's "cast off" development. The citizens do not have the time and money to hire enough experts and lawyers to do all the work, and it is up to the Commission to provide input in order to ensure a better outcome.
- Preserve the City's State Environmental Policy Act (SEPA) authority going forward by adopting a policy, as part of the Final Environmental Impact Statement (FEIS), that would give the City the ability to review stormwater, transportation and utility impacts as part of future development permit review. If a mistake is made in the proposed plan, SEPA could be used to fix the problem, if necessary.

Mr. Derdowski encouraged the Commissioners to look at station area planning as a fantastic opportunity for everyone who lives in the City. Now is the time for the City to redouble its efforts to get good results.

¹ The City has provided a summary of the spoken testimony provided at the Planning Commission's February 5 and February 19 public hearing. For verbatim testimony, audio of the public hearing dates are available on the City's website at: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>

² The listed individuals testified on both dates. The City's response is based on a consolidation of their testimony on both dates.

Response:

Comments are noted. Also see responses to your other comments.

Jerry Patterson

Said he has spoken to numerous agencies on behalf of the Shoreline Coalition for Open Government and Richmond Beach Advocates. He currently serves on the board of the Richmond Beach Community Association. Rather than speaking on behalf of these groups, he said he was present to speak as an individual in support of neighborhoods. He reviewed that the Commissioners were appointed by the City Council and instructed to be an independent group making recommendations to the Council. The City Council Members are not looking for the Commission to provide answers that fit their particular public postures. Although he does not live in the neighborhoods near the 145th or 185th Street Stations, he supports the neighborhood concept. He referred to the neighborhood theme that is clearly called out on the homepage of the City's website. He also noted that he had an opportunity to work with the Council of Neighborhoods to develop a mission and vision for the concept of neighborhoods within the City. This group's core values relate to promoting a sense of pride and belonging to the Shoreline community of neighborhoods, which celebrate the uniqueness of all the neighborhoods emblematic of what the City stands for. He requested that the Commission focus on neighborhoods as an integral part of what the City has been, what the City is, and what it should be in the future.

Response:

Comments are noted.

Peter Watters

Recalled that at the last City Council meeting he attended, Councilmember Hall defended the urgency for moving forward with the station plans by referencing the spike in gas prices and people wanting higher densities. He does not believe that is a wise approach to planning. While he is not advocating a significant increase in gas prices, he noted that some countries change behaviors and encourage public transit by imposing steep taxes on gas. He said it does not seem realistic to have high-density development by transit centers that can only go north and south. He voiced concern that the current proposal would require only .75 parking spaces per unit, when it is common for each adult to have at least one vehicle.

Response:

Comments are noted.

Shanna Sierra

Said she lives within the boundaries of the proposed 145th Street Station Subarea and looks forward to having the ability to walk to local coffee shops and use public transportation to get to work. However, the community has clearly stated to both the City Council and Planning Commission the level of density they are willing to accept, and they are willing to fight and push forward with litigation. While the community desires rail and the benefits that come with it, they believe it should be integrated into the existing communities. The plans, as proposed, would replace the existing strong neighborhoods with multi-density development. She noted the impacts of the taller developments that have occurred in Fremont and contrasted them with the 35 to 45-foot buildings that meld into the community. The taller buildings block sunshine in an area of the country where citizens have very limited Vitamin D. She noted the trees that are currently located along the streets in both the 145th and 185th Street Station Subareas that would likely be wiped out, as well. She asked the Commission to slow down the process and present plans to the City Council that integrate the comments that have been raised over and over again by the neighborhoods. While the City staff had indicated the need for an additional 5,000 plus units in the station areas, Sound Transit indicated that approximately 720 units would be sufficient in the immediate vicinity.

Response:

Comments are noted.

Robin Lombard

Said she lives slightly more than ¼ mile from the proposed 145th Street Station. She welcomes light rail and understands the need to provide affordable housing and create a walkable neighborhood around the station and believes this can be done with careful planning over many decades. She voiced concern that although the DEIS and subarea plan have a lot of details about the end vision (60 to 100 years), they fail to identify the series of steps needed to get there. For example, what steps need to be taken now so the City is ready for the increase in traffic that will result when the stations open in 2023? The City will suffer if it does not think through how to deal with very heavy traffic on 5th Avenue, 155th Street, NE 145th Street and a number of other secondary streets.

Ms. Lombard commented that she does not understand why rezoning has to happen now when full build out is not expected for 60 to 100 years. Instead, she suggested the City should focus on the steps that can be taken over the next 10 to 20 years to ensure a smooth transition of the area around the station from single-family homes to a mix of transit-oriented development. A phased-zoning approach would provide more certainty for homeowners and allow for a gradual transition. The phased zoning could be tied to a series of milestones that include roadway and utility improvements. She thanked the Commission for their work and said she trusts them to balance all of the facts and opinions and make recommendations that are in the best interest of the City and its citizens.

Response:

Comments are noted. Chapter 3, Section 3.3 addresses transportation impacts, incorporating the 145th Corridor Study, and sets for mitigation measures to address these impacts. The FEIS considers the concept of phased zoning, with Phase 1 based on a 20-year growth period, the same time period the City is required to plan for under the Growth Management Act, 36.70 RCW. The FEIS considers the concept of phasing for all action alternatives and the City has completed development of the 145th Corridor Study. See also City's Response to written comments of 145th Street Station Citizens Committee submitted Feb 19, 2015 and comments submitted by Lombard on February 4, 2015.

Ellen Sullivan

Said she lives in the Ridgecrest Neighborhood, just north of 152nd Street. She does not want to and cannot afford to move from her current home. She has spent the past several years making small improvements and creating a large garden. It is meant to be her home for the rest of her life, as well as her investment in her future and her sanctuary away from the stresses of life and work. Saying this is a decades long process does not ease her concern, as she plans to live in her home for decades more. Saying that the process is driven by market forces does not make her feel any better. Inevitably, someone near her will sell their home and developers will let the property deteriorate until homeowners begin to sell and development will begin. When she looks out her back door, she sees one house and the roof of another, beautiful old pine trees, a vast expanse of sky, sun, and sunsets. If the plan moves forward as proposed, trees will be taken down and four to seven-story buildings will be constructed to eclipse the sun and sky from her property. While the City is saying no one will be forced from their homes, taking away the peace and quiet, the privacy, the sun, the sky and the wildlife is a sure fire way to make me her feel forced out. She urged the Commission to take more time and reduce the scale of the rezone.

Response:

Comments are noted.

Dia Dryer

Commented that the generally accepted distance that people are willing to walk to transit is ¼ to ½ mile, and radius mapping only shows unconstrained access as the crow flies, not real street grid walking distance. This results in inflated and inaccurate planning. Using walk sheds, much of the rezone area on the map is actually beyond a half mile, and nearly half of the area west of Interstate 5 is beyond the ½-mile walk shed. In addition, 10% to 20% of the area within the ½ mile walk shed are properties that are tax exempt (churches). These property owners will not be so inclined to move because they won't feel the market pressure. If phased zoning is used on the east side of Interstate 5, she questioned why not on the west side, as well. She also questioned why they continue to include properties beyond the ½ mile walk shed on the west side of Interstate 5, but exclude many properties on the east side even though they are within ½ or ¼ mile of the

station and on the same side of the freeway. As per Alternative 2, many properties on the east side of Interstate 5 would be upzoned beyond what they would be zoned at if there was non-phased zoning. Buildings that were 35 feet tall would be 45 feet tall and buildings that were 45 feet tall would be 85 feet tall. Because the churches and parks take up so much of the acreage, the area west of Interstate 5 did not qualify for a sound wall. If the community is supposed to be desirable, she would assume a sound wall would go up first. She summarized that she does not have a preference between Alternatives 2 and 3, and slowing the process down will not change the outcome. She wants the outcome to be changed, and not delayed.

Response:

Comments are noted. Chapter 1 and Chapter 2 discuss the development of the alternatives, including the delineated of the subarea boundaries based on walk shed radii, and presents an additional alternative based on public comment – Alternative 4 Compact Community Hybrid. Chapter 3, Sections 3.1 and 3.2 discuss market trends and re-development, including larger policies owned by religious organizations. The FEIS considers the concept of phased zoning and it is addressed on both the west and east sides of Interstate 5.

Patricia Weber

Commended the Planning Commission for paying attention to the concerned residents and being willing to continue discussions and prolong the decision. She questioned what is meant by “city planning” and what education the City Planners are required to have. She referred to the website of the Association of Collegiate Schools of Planning, which states that *“Planners are to help community residents develop ways to preserve and enhance quality of life; find methods to protect the natural and built environment; identify policies to promote equity and equality; and structure programs to improve services to disadvantaged communities.”*

Ms. Weber said the website further states that *the skills of city planners should involve all affected parties in important planning decisions.* While the public hearing is an example of inclusion, she noted that many of the meetings pertaining to the 145th Street Station Subarea Plan have not been well advertised nor well explained. She said the website also states that *“City planners should help, not direct, communities to develop their own version of the future; prepare plans responsive to shared community objectives; analyze solutions to complex problems, evaluating cost effectiveness; and present recommendations to officials and citizens in a comprehensive and understandable way.”*

Ms. Weber recommended the Commission return to the ideals outlined above. She commented that residents of Shoreline are not just small land owners put in place as an annoying impediment to an inflated, if flawed, scheme. They are the community, and not a group of irresponsible dissenters. They make up the community that wants to be respected for its current identity of neighborhoods.

Response:

Comments are noted. Chapter 1 and the Public and Stakeholder Involvement Plan (Appendix) detail the public process the City utilized for the 145th Street Station Subarea.

Sigrid Strom

Said she is a former member of the citizen advisory committee that was appointed for the Southeast Neighborhood Subarea Plan. She expressed her belief that all of the work this group did in terms of identifying the context for planning in this area has been “deep sixed.” She said she plans to do a detailed comparison of the two plans and provide written comments. She recalled that the committee felt strongly that the 145th Street Corridor was a problem that had to be addressed before any planning or rezoning took place. She was appalled that, up to this point, the recommendations of the people who are currently studying the 145th Street Corridor were not even included in the DEIS. She observed that a lot of data is missing from the process, and much of the data is outdated and/or questionable. As a trained limnologist, she commented that the ground water problems in the subarea are significant and have never been adequately mapped or addressed. It is a huge mistake to believe that the City can avoid water problems in the future by simply driving steel beams to bedrock every time development occurs. She said she would like the City to complete fundamental planning that includes ground water, building community, and economic development other than mixed use.

Response:

Comments are noted. Per the City Council’s direction, the 145th Street Station Subarea was suspended pending the development of the 145th Corridor Study. The City has therefore had the opportunity to review all public comment received to date on the proposal. The action alternatives were developed based on public comment and all include green corridor concepts. (See Chapter 2 Description of Alternatives). The subsequent subarea plan and its development regulations will be subject to additional public comment and review. The 145th Street Corridor Study has been completed and is incorporated in the FEIS. Chapter 3, Section 3.4 as well as the DEIS Addendum addresses groundwater impacts. See also City’s Response to Feb 19, 2015 written comments submitted by Sigrid Strom.

Judy Nelson

Stated her belief that the City should only rezone the area encompassed by 5th Avenue NE, Interstate 5, N 155th Street and NE 145th Street. She observed that 15th Avenue already has a large grocery store (QFC), Starbucks, dollar store, Goodwill, Burger King, and several apartment buildings. Residents of new apartment buildings along Interstate 5 would not have to travel far to shop, and there is still room for more businesses. She voiced concern that, ultimately, all Shoreline homeowners would have their property taxes raised substantially to pay for installation of part of the infrastructure for any new development. She commented that, as per the plan, developers would be given incentives of paying no taxes for ten years or more and apartment residents do not pay property taxes. That means homeowners would

incur the cost of increasing the number of police officers, clerical support, additional police cars, fire trucks that can reach the upper stories of high-rise buildings, and an additional fire station. Additional emergency medical technicians (EMT) and emergency vehicles would also be required.

Ms. Nelson pointed out that high-density housing would mean a dramatic increase in the school population, which would require additional teachers and enlarged or additional school facilities. She referred to the sustainable community concept outlined in the City's Comprehensive Plan where residents are encouraged to have gardens and grow their own food. Apartment residents cannot do that, and neither can property owners if their gardens are shaded from the sun by high-rise buildings. She commented that installing apartments necessitates a removal of existing tree canopy and oxygen producing plants. The proposed plan only shows trees along the corridors and a few token plants along the fronts of buildings, which will not make up for the number of plants removed. Roof gardens might be helpful, but she questioned how the City can ensure they are used and maintained as it cannot mandate apartment residents to keep them planted and cared for.

Ms. Nelson said that, presently, the community garden plots at Twin Ponds are in great demand, yet the City has told the group they cannot expand the number because Twin Ponds is already very polluted and expanded gardens would add to that pollution. Yet the City is now encouraging high-density housing in the area and additional stormwater runoff resulting from more paved area and wider streets. This would definitely add to the pollution in the ponds. She pointed out that Twin Ponds and Thornton Creek constitute a bog area that should not be included in Phase I. Instead, it should be studied, protected and carefully considered in any future phases. The proposed plan identifies the area as MUR-35, which means part of the bog would need to be filled in. She questioned how environmentally sound that would be. She summarized that she moved to the area because of all the greenery. She has made substantial improvements to her home over the years, as have many of her neighbors. She believed that the improvements would add to the equity of her home. The neighborhood wants to protect its equity, which would be removed by the proposed rezoning.

Response:

Comments are noted. Per the City Council's direction, the 145th Street Station Subarea was suspending pending the development of the 145th Corridor Study which is incorporated in Chapter 3, Section 3.3 Transportation. Future projects in the subarea will be subject to traffic mitigation and concurrency requirements. Sound Transit issued the Lynnwood Link Extension EIS in April 2015; the FEIS reflects this fact. Chapter 3, Sections 3.4 and 3.5 speak to critical areas, such as wetlands, and parks and open natural spaces. A new alternative presented in the FEIS, Alternative 4 Compact Community Hybrid, maintains the current single family zoning around Twin Ponds. Future development will be subject to development regulations related to the protection of critical areas and water quality.

Chapter 3, Section 3.6 addresses the impact on public services including, police, fire, and schools. All action alternatives include a “Green Network” concept to reflect the public’s expressed desire for retention of vegetation.

Liz Poitras

Recalled that the City Council has repeatedly discussed the need for more housing choices, and that is one of the benefits or rezoning in the station subareas. She referred to Figure 3.2-3 in Section 3 of the DEIS, which identifies the number of affordable housing units by income group in Shoreline. The map indicates its source as the 2012 Comprehensive Plan. She provided a table she made to show the available stock of housing units affordable to low-median income (\$40,000 to \$60,000) and very-low income (\$5,000 to \$40,000). The houses in the low-median income range (\$99,720 to \$265,999) were sorted from most units to least units by neighborhood. She summarized that the Ridgcrest Neighborhood has 20% of all the affordable houses in Shoreline, and all the neighborhoods affected most by the light rail station subareas (Ridgcrest, North City, Echo Lake and Parkwood) provide 56% of this type of housing in Shoreline. She acknowledged that the data can be spun a number of ways, depending on what you want to sell. For example, you could say that people live in these homes because they can’t find lovely little apartments to rent or town homes to buy because Shoreline doesn’t provide enough in this price range. However, to many people, affordable housing means a small house with a yard for children to play, an area to grow vegetables, or space for a hobby.

Ms. Poitras said it has been suggested that senior citizens who become too decrepit to take care of their homes and yards will enjoy moving into apartments for a while before entering assisted living. However, some might want to continue to grow prized dahlias, host family Thanksgiving dinners and stay in their homes until the big move to assisted living. It has also been suggested that hordes of millennials will want to live in apartments that provide an easy walk to their commute via light rail to downtown Seattle. The assumption is that when they start having children, they will stay in the townhouses or apartments. However, many people won’t want to raise children in apartments and will move somewhere else for their white picket fence and yard. She questioned if there would be a steady stream of millennials to take their place.

Ms. Poitras summarized that it has been stated that more affordable housing is needed in the City, and the two station subareas are the best place for it. This would leave the rest of Shoreline for detached, single-family homes. However, it is important to take note that most of the affordable housing in the subareas would be apartments, which is not everyone’s choice. Because it does not know what people will do or want in the future, she suggested the City use a phased approach to zoning that will enable future adjustments if needed. For example, she recommended that only the southern portion of the Ridgcrest Neighborhood be rezoned, leaving all the affordable homes in the northern portion above 155th Street intact. Rezoning in the southern portion of the subarea should be done in at least two phases to leave some affordable homes there for a while.

Response:

Comments are noted. Support for Alternative 3 with no added corridors for the 145th Street Station Subarea. See Chapter 3, Section 3.3 for an analysis of Transportation impacts and includes the 145th Street Corridor Study. Chapter 3, Section 3.1 Land Use Patterns, Plans, and Policies and Chapter 3, Section 3.2 Population, Housing, and Employment speak to market forces and affordable housing. The City's policies and regulations require the provision of housing to all economic segments. The FEIS discusses the concept of phasing for all action alternatives.

Wendy DiPeso

Referred to pictures she submitted earlier that were taken from 32nd Avenue NE, just north of NE 145th Street. She noted that two developers own most of the property on the street. She recalled that the Southeast Subarea Plan was adopted in 2009, after a two-year community process. Since that time, the properties have degraded noticeably, and she suggested this was done by design. By allowing the properties to degrade, the developers will be able to purchase the remaining parcels for a lot less. She suggested this same scene (abandoned furniture, boarded up homes, etc.) would play out in the station subareas if the proposed plans are adopted. She questioned why the City is proposing a massive rezone when its Growth Management Act (GMA) goals can be met without it. She observed that the Southeast Subarea Plan provides an example that rezoning large parcels does not result in affordable housing. Instead, it harms the community and results in blight, as illustrated in the photographs. She urged the Commission to only rezone those parcels immediately adjacent to the station and keep the blight contained. Once these areas are completely redeveloped and at 80% capacity, the City could consider additional rezones.

Response:

Comments are noted. Based on public comment, the FEIS recognizes the Southeast Subarea Plan in regards to the 145th Street Station Subarea. The FEIS considers the concept of phased zoning is considered for all action alternatives.

Patricia Panitz

Said she owns property that abuts the subarea. She commented that no one wants the proposed plan except those who will profit from it. The developers who favor the plan do not live in Shoreline, and they do not care about the affects the massive buildings will have on traffic, the need to upgrade infrastructure, the school system, and the people who will be displaced. Little thought is being given to these potential very serious problems in the rush to get the plan approved. The 145th Street corridor is an example of a potentially negative traffic situation resulting from the plan, particularly the part that accesses and egresses Interstate 5. Already, it is overcrowded and difficult to navigate around rush area. A triangle of land running along NE 145th Street and 1st Avenue has been designated for 65 to 85-foot buildings, which

would make the traffic situation at rush hour unmanageable. She suggested it is unrealistic to assume that most people will use the light rail, as it will not provide access to other needed services.

Ms. Panitz said Shoreline is justly proud of its excellent school system, and it is one of the main features that attract people to the City. The planners just assume new schools will be built, but this will cost a lot of money and people may or may not be willing to pay it. If not, what affect will it have on the quality of schools and the district's reputation. She questioned why the City is pandering to and providing stability for developers. Most people who learn the details of the plan are shocked and believe the claims made in support of it are questionable. Young people do not want more density; they want single-family homes with yards where their children can play and good schools they can attend. Older people are not anxious to sell their homes; they want to stay in them. If the plan goes through, Shoreline will end up looking like Seattle. If she wanted to live in Seattle, she would have moved there. She summarized that no one wants the project except people who will profit from it. Elected and appointed officials have a duty to citizens of the town who have indicated they do not want it; not to out of town business interests who do.

Response:

Comments are noted. Chapter 3, Section 3.3 Transportation address transportation impacts and incorporates the 145th Street Corridor Study. Chapter 3, Section 3.6 address the impact on schools, which are planned and funded via decisions made by the Shoreline School District, an entity separate and distinct from the City. Chapter 3, Section 3.1 and Chapter 3, Section 3.2 discuss market forces and housing demands. See also City's Response to written comments submitted on January 23, 2015.

145th Street Station Citizens Committee (145SSCC) by Robin Lombard

She advised that, on many occasions over the past 18 months, the members of the 145SSCC have been asked to provide input on the 145th Street Station Subarea Plan. She read a letter that provided feedback from the members, many of whom have participated since the group was formed in August of 2013. The letter recalled that in two design workshops and the months before and after, the committee acknowledged the need for greater density and low-income housing and came up with pictures and design elements for 3-story buildings, as well as parks, trails, and other amenities. Some of the members of the committee put a lot of energy into the process. Many were surprised and angry when the proposal for the subarea plan came back with 8-story buildings. The committee was thinking about the near term (first 10 to 20 years), but that was not the City's focus. The letter noted the following concerns related to near-term impacts:

- Many committee members are uncomfortable with what they feel is a rush to upzone the entire area. They understand that the City needs to plan for greater density, but not the need to upzone a large swath of the neighborhood this year to a density it is not expected to reach for 60 to 100 years. Questions were raised about the timeline and the consequences of not meeting it. They agree that a plan is needed for grant funding, but questioned if the funding decisions hinge on the large zoning changes being enforced by June of 2015.

The proposed zoning changes are larger than the committee members expected. Because it has been explained that the full build-out won't be seen for 60 to 100 years, the committee favors a plan that gradually phases in zoning over those years for full build-out. The committee also believes the phased zoning should be tied to specific milestones such as utility, stormwater, and traffic improvements. They also feel a smaller first step in rezoning would be in line with the market analysis that was done for the subarea plan.

- Many committee members are concerned about the plan for NE 145th Street, itself. The DEIS did not address traffic along 145th. Instead, it referred to the route development plan that is still unfinished. City staff have communicated to the committee that one project will inform the other, and maybe that is the best case scenario that can be achieved in this situation. However, the committee does not think it makes sense to rezone anything along NE 145th Street until both plans are synchronized. How will the livability of communities be defended during a potentially longer development period of two separate projects, such as updating NE 145th Street and building construction in a rezone area.
- The committee believes that the newly proposed Map E extends MUR-85 zoning too far from the station. She referred to the Polaris Development (185th Street and 12th Avenue) as a living example of how MUR-85 zoning might impact existing residents in terms of both parking and unwanted lighting. The committee feels that, at least initially, MUR-65 or MUR-45 would be more appropriate.
- The committee would like to see single-family homes as a permitted use in all upzoned areas. It is unclear exactly what will happen to single-family homes in the different upzoned neighborhoods in terms of value and salability. This is a special concern for many neighbors who plan to continue to live in their homes after the light rail arrives. Allowing single-family homes as a permitted use would provide more options to the current homeowners.

Ms. Lombard said that, as a result of the above issues, the committee also requested the Commission delay its recommendation to the City Council until at least April when Sound Transit's FEIS is available. It will be important for the community, committee, Planning Commission, City Council and City staff to know what Sound Transit requires or will pay for before any action is taken regarding zoning around the station. The members of the committee want to live in a vibrant community, and they want the plans for the 145th Street Station Subarea to reflect the residents' desire for gradual change. They appreciate that the Commission represents their interests in matters of City planning and are participating on the committee so they can provide a neighborhood voice to guide and support the Commission in its decision making.

Response:

Comments are noted. Chapter 3, Section 3.3 addresses transportation impacts, incorporating the 145th Corridor Study, and sets for mitigation measures to address these impacts. The FEIS considers the concept of phased zoning, with Phase 1 based on a 20-year growth period, the same time period the City is required to plan for under the Growth Management Act, 36.70 RCW.

Sound Transit issued the Lynnwood Link Extension EIS in April 2015; the FEIS reflects this fact. The FEIS considers the concept of phasing for all action alternatives and the City has completed development of the 145th Corridor Study.

See also City's Response to written comments of 145th Street Station Citizens Committee submitted Feb 19, 2015 and comments submitted by Lombard on February 4, 2015.

Terri Benson

Said she lives just north of NE 145th Street in the Ridgecrest/Paramount Park Neighborhood. She submitted photographs of her great grandmother's log cabin (corner of 155th Street and 5th Avenue NE), which she would like to see preserved and added to the City's historical register. She said the home was built by her great aunt and uncle after they constructed their larger home in the same location. The City of Shoreline allowed the larger home to be demolished and replaced with a church. She said she will not let the City ruin her neighborhood, which is a tight-knit community that watches out for each other. Little Creek, which is a tributary to Thornton Creek, runs through her backyard. It already floods and additional development will worsen the problem until the golf course and high school are flooded, too.

Ms. Benson said Sound Transit has already proven to be an incompetent group of people. They are extremely over budget and way behind schedule. They are ruining neighborhoods, and the number of riders is low. She commented that transit is supposed to reduce traffic, but she anticipates the proposed plan will create more. She expressed her belief that the rezone needs to be delayed for a minimum of one year so that all of the neighbors can have an opportunity to learn more about the proposal and provide feedback.

Response:

Comments are noted. Chapter 3, Section 3.1 Land Use Patterns, Plans, and Policies addresses the City's Historic Preservation Program which is administered by the King County Landmarks and Heritage Commission. Citizens and/or property owners can seek historic designation under these provisions. Chapter 3, Section 3.4 Streams, wetlands, and Stormwater addresses critical areas such as Little Creek, and flooding. Mitigation measures along with the City's regulations, including the Critical Areas Regulations and Stormwater and Floodplain Management Regulations, will address impacts. Per the City Council's direction, the 145th Street Station Subarea process was suspended for over one year, allowing for the development of the 145th Street Corridor Study and opportunities for additional public comment.

John Kropf

Commented that light rail does not go where people need to go. Planners teach, “Build high rise apartments near the stations.” He and his wife spent 10 days in Singapore, which is said to have the best light rail in the world. He noted that the apartments near the stations were for the poor, with laundry lines shared between adjacent buildings. The apartment unit where he stayed with his daughter was in a modern, 30-story plus building located within a mile of two stations. Although cars cost three times more there, it was cheaper for them to take a taxi than ride public transit. He said recent studies have shown that each taxi type of vehicle in use leads to 15 fewer cars on the highways. He submitted pictures to illustrate his comments.

Response:

Comments are noted.

Marilyn Whited

Said she did not know about the public hearing and the proposed plans for NE 145th Street until a few days ago. She learned about the proposal from the neighborhood website called Nextdoor.com. She said she travels NE 145th Street often, but never saw a sign announcing the proposal, and she has not received any mailed notices, either. She expressed concern that no one in her neighborhood knows what is being proposed. She also voiced concern that her property, which is 12 blocks away from the station area, is included in the plan. Her neighborhood is cohesive and she raised her family there. The neighbors know each other, and she introduces herself and offers to help people who pass by that she doesn’t know. She recommended that Metro, particularly east/west connections, be made part of the train station activity to limit the need for a huge parking lot. She also encouraged the City to involve more people who live in the affected area. She asked why a station is being planned for NE 145th Street, given that there will be stations at Northgate and NE 185th Street.

Response:

Comments are noted. Comments are noted. Chapter 1 and the Public and Stakeholder Involvement Plan (Appendix) describe the public process the City utilized to engage the public in the planning process for 145th Street Station Subarea. Chapter 3, Section 3.3 addresses transportation and includes discussion of bus service to/from the light rail station by METRO. METRO, which is well aware of both the City’s planning and Sound Transit’s, will plan for route changes as necessary. Sound Transit, not the City, determines where stations are to be located at the Lynnwood Link Extension EIS would provide details into this decision-making process.

Dan Jacoby

Disagreed with the notion that the City can create a connecting corridor by constructing a long row of tall buildings. The only way to create a connection is through communication or transportation, which is provided by the existing streets. The concept of “connecting corridors”

is planning speak, which is antithetical to transit-oriented development (TOD). He explained that TOD is a concept whereby a mini urban center, including high-density residential along with supporting retail development, is built within easy walking distance of a transit center. By adding a “phony” connecting corridor, you spread out the residential buildings, dissipate the demand for retail near the station, and defeat the purpose of TOD.

Mr. Jacoby also disagreed with the notion of MUR zones on small side streets. He expressed his belief that no one would open a retail store on 152nd Street and 6th Avenue, and questioned why it is being zoned MUR. He commented that the proposed plan goes against reality. The City needs to remake the map, zoning non-commercial areas for residential use only. He recalled that, for the past few weeks, the City Council has been furiously buzzing over what has become known as the “Roberts Option,” and he commended Council Member Roberts for acting where many others are just talking. Because the neighbors are confident that something of nature will also happen with the NE 145th Street Station Subarea, he questioned why the Commission should not simply put off their decision on a preferred alternative and direct City staff to create a new plan based on real TOD and legitimate zoning. He reminded the Commission that he offered to help draw the map. Because City staff did not accept his offer, he is working with community members to create a new map. He urged the Commission to direct City staff to work with the community to draw a legitimate map for the preferred alternative; one that ignores planning speak and looks at reality.

Response:

Comments are noted. Prefers No Action Alternative. Chapter 3, Section 3.1 Land Use Patterns, Policies, and Plans and Chapter 3, Section 3.2 Population, Housing, and Employment address growth assumptions that underlie the alternatives. The FEIS presents a new, downsized alternative – Alternative 4 Compact Community Hybrid – which retains single-family zoning in certain areas of the subarea. Chapter 2 Description of Alternatives discusses each of the alternatives, including the No Action Alternative. Per direction of the City Council, the 145th Street Station EIS process was suspended until completion of the 145th Corridor Study and no preferred alternative has been selected. See also City’s comment to written submittal of Jan. 26, 2015.

Cory Secríst, PhD

Said he lives in the Ridgecrest Neighborhood. He referred to an old psychological trick called the “illusion of freedom and absence of alternatives.” In other words, when you want to get somebody to do something, you provide them with limited alternatives and ask them to choose between them. In this situation, Shoreline citizens are being asked if they want connecting corridors or a compact community; a decision between options they do not want. As homeowners in the subarea, zoning is their major defense for maintaining the character of their neighborhood. Asking them to give up the current zoning laws is asking for a lot. He recognized the City will have to add new housing to accommodate the inevitable population increase. He referred to Amsterdam, Holland, which is held up as a model example of density

done correctly. The reason it works so well is that their predominant mode of transportation, before densification, was the bicycle. They also have many modes of public transportation. The City is designed with specific lanes for bicycles, pedestrians, etc., and everything is condensed into central areas with shops, work places, and activities. Unfortunately, Shoreline has traditionally been a bedroom community where people commute outside of the City to go to work and shop. While he said he does not particularly want additional density; if the City is going to do it, it needs to be very smart about it. He recommended that zoning be done gradually, based on population demands and the completion of certain milestones for infrastructure (roadways, bicycle lanes, sidewalks, sewer, water mains, parking, public transit, fire safety, trees, wildlife, etc.).

Response:

Comments are noted. See also City's Response to your other comments, including written comments submitted on February 18, 2015.

Janet Way, Shoreline Preservation Society

Said she represents the Shoreline Preservation Society in an effort to save Shoreline neighborhoods. While she submitted a letter prior to the meeting outlining her concerns, she wanted to reiterate the need for the Commission to postpone their recommendation to the City Council until Sound Transit's FEIS has been completed. She expressed her belief that the DEIS's for the 145th and 185th Street Station Subareas are fatally flawed because they do not consider how each will impact the other. The Society believes the proposal will result in significant adverse environmental impacts. They do not want to choose between the two plans, as they do not support either one. They support phased and transitional zoning as certain elements are completed such as the 145th Street Corridor, light rail station, etc. She also said it is important that all comments, including those provided during "general public comment," should be included in the record.

Ms. Way said affordability is very important. She told a story about her neighbor, a senior citizen who has paid off her home. Because she has no mortgage, her home is affordable, but she can't afford to move somewhere else and pay rent. She asked that the DEIS be corrected to show that Littles Creek is ¼ mile, not ½ mile, from the station. She said the 145th Street Corridor is crucial. The fact that it will not be completed in time for the light rail station is a disaster waiting to happen. She said neighborhood circulator buses are needed to support the light rail service.

Ms. Way read a section of her letter, stating that the Society believes there are many problems with the proposals and the impacts have not been studied. The letter recommends that the Planning Commission remand the proposal back to staff and that the DEIS should be combined in an SEIS together with the 185th Street Station Subarea to properly study the total impacts to our community environment. The success of the light rail stations should not hinge on the amount of high-density development they inspire, but instead just having them function smoothly in the existing neighborhoods. Having community support is more important than ramming through an unpopular

rezoning scheme to make transit advocates happy. Lastly, she expressed support for Mr. Derdowski's recommendation that the City adopt project-level impacts for SEPA review.

Response:

Comments are noted. The City will comply with SEPA, 43.21C RCW, and its implementing regulations if it elects to adopt a statutorily-authorized planned action ordinance. This FEIS will serve as the basis for that ordinance. The FEIS acknowledges concurrent projects, including the adopted 185th Street Station Subarea Plan, and the resulting impacts and mitigation measures for the two subareas are being considered concurrently. Sound Transit issued the Lynnwood Link Extension FEIS in April 2015; the FEIS reflects this fact. The City has completed the 145th Corridor Study and it is incorporated in Chapter 3, Section 3.3 Transportation. The FEIS considers the concept of phased zoning for all action alternatives. Chapter 3, Sections 3.1 and 3.2 address changes in land use patterns, population, and housing, including the effect of market trends/demands. Sections 3.4 and 3.5 address impacts to critical areas, including streams and wetlands, open space, parks, and natural areas. In addressing these impacts, the City has referenced several studies including those related to the Thornton Creek Watershed. See Chapter 5 References. Chapter 3, Section 3.3 addresses multi-modal transportation impacts and includes the need for public transportation services, most of which are under the control of METRO and Sound Transit.

Jackson Park Golf Course is located in the City of Seattle and therefore the City of Shoreline has no regulatory authority over its development.

See also City's Response to written comments submitted by Shoreline Preservation Society on January 30, 2015 and February 5, 2015.

Marla Kempf

Said she and her husband have lived in Shoreline for 28 years, and they have watched the City evolve. She is not opposed to change and believes that planned change is better than unplanned change. She is glad to see the City is planning ahead for the inevitable changes that will come. However, she supports slowing down the process. She said the proposed building heights and densities are too much for the existing infrastructure, as voiced by many of those who commented previously. Upon inquiring of City staff, she was told that the idea of the "Green Network" was to connect the Interurban Trail with the Burke Gilman Trail at some point in the future. It would really be an extension of the Interurban Trail and would provide no solution for getting pedestrians and bicycles over the freeway to the light rail station. Interurban trails draw people into places they would not normally go, and crime rates are typically higher. She encouraged some research be done about the types of activities that happen along these trails. She cautioned that it does not make sense to run a trail in front of driveways where people, bicycles and cars will be colliding. Sidewalks are good and are an important part of the infrastructure needed in any development and growth that takes place in the area, but the Interurban Trail should be along a main street and designed

similar to the Burke Gilman Trail, which runs along a busy road but does not have individual homeowners' driveways crossing it. Lastly, she expressed her belief that NE 145th Street is currently inadequate for the proposed growth.

Response:

Comments are noted. The "Green Network" concept is included within all action alternatives. Chapter 3, Section 3.3 addresses multi-modal transportation impacts, including measures to address bicycle and pedestrians needs such as bike lanes and sidewalks. The City, in conjunction with other regulatory jurisdictions including City of Seattle and King County, has prepared the 145th Street Corridor Study and this Study is incorporated in Chapter 3, Section 3.3

Jan Stewart

Said she lives in the Ridgecrest Neighborhood, north of NE 145th Street between 8th and 12th Avenues (near the Paramount Park Open Space). She said she does not favor either of the proposed alternatives for the reasons stated by previous speakers. She said she would like to understand the policy or mechanism that allowed her neighborhood to be taken from the Southeast Subarea Plan and placed in the 145th Street Station Subarea Plan. She read the following excerpt from the Southeast Subarea Plan that was adopted in 2011, *"The plan is intended to provide direction for the next 20 years. Many things will change in that time period. By 2030, there will likely be a light rail station near NE 145th Street and Interstate 5. New automotive technology may have transformed the fueling, design and maybe even the necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve. Yet, while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance."* Although Ms. Redinger commented previously that the Southeast Subarea Plan was really a policy document, there was zoning attached to it. If zoning can be changed that quickly, without notice to the neighbors, then maybe they don't need to worry about the current zoning plan.

Response:

Comments are noted. Based on public comment, the FEIS addresses the overlap of the Southeast Neighborhood Subarea and the change needed in the area based on the light rail station. See Chapter 3, Section 3.1 Land Use Patterns, Policies, and Plans. The 145th Street Station Subarea process is a multi-year process, starting in 2011 with final adopted anticipated to occur in Fall/Winter 2016. Chapter 1 and the Public and Stakeholder Involvement Plan discuss the variety of avenues the City utilized to engage the public in the process; a process that is still continuing. The FEIS considers the concept of phasing for all action alternatives. See also City's Response to written comments submitted on February 5, 2015.

Shanna Sierra

Said she lives just south of Paramount Park. She stressed that her neighborhood is tight knit and desirable. She urged the Commission to postpone their recommendation until Sound Transit's FEIS and the 145th Street Corridor Study have been completed. She also recommended a phased approach. While she supports an EIS that allows the City to plan infrastructure for the future, zoning changes should occur piece-by-piece to address potential impacts and concerns. Slowing down does not mean the neighbors are okay with the plan, because they are not. The proposed height is wrong, regardless of whether it is phased or not. Neither a 65 nor 85-foot height limit would lend to the neighborhood feel, and the sun would be blocked. She urged the City to keep the growth along the corridor before encroaching into the residential neighborhoods.

Response:

Comments are noted. Sound Transit issued the Lynnwood Link Extension EIS in April 2015; the FEIS reflects this fact. The City has completed the 145th Corridor Study and it is incorporated into Chapter 3, Section 3.3 Transportation. The FEIS considers the concept of phasing for all action alternatives.

John Behrens

Asked that his previous comments (under general comment) be attached to the record for the 145th Street Station Subarea Plan. He said that while it is nice to draw maps and make plans and projects that look 50 to 100 years into the future, it is important to understand that development will be controlled by costs. The discussion should include information about how much development within the subarea will cost. He noted that 1,000 square foot units in the building being constructed at 152nd Street and Ashworth Avenue will rent for \$2,000 per month. This is similar to the cost of units at Echo Lake, where development costs of the apartment units were buffered by the sale of the condominium units. Both of the sites were previously occupied by trailer parks and the property costs were low. He referred to the TOD that is being constructed at NE 145th Street and Lake City Way, which will be anchored by very expensive single-family homes, with 45-foot tall town houses around the four corners of the development. This is vaguely familiar to what is being proposed for the 145th Street Station Subarea. The townhomes are being advertised as starting in the mid to upper \$400,000, but he estimates they will actually sell for over \$500,000. He noted that the cost of accumulating lots one at a time will be much higher than building on a former trailer park or one lot. He asked if ten years from now when development occurs, will they be looking at town homes that cost \$600,000 to \$700,000? That is not the neighborhood he moved into. He asked the Commission to be practical, and make a recommendation to the City Council that is based on the actual cost of development and reality.

Patty Hale, on behalf of Ridgecrest Neighborhood Association

Said she was present to speak on behalf of the Ridgecrest Neighborhood Association Board of Directors. She thanked the Commissioners and staff for their work, but asked them to start over. Other than no plan, none of the alternatives are acceptable to the neighborhood or the board as a whole. She reviewed that true development of the Ridgecrest Neighborhood started following World War II, with homes built for returning veterans and their families, many of whom still live in the neighborhood. Although many of the houses in the neighborhood are paid for, residents will be forced out by the increase in taxes to support the suggested levels of development. She noted that Ridgecrest is geographically the largest neighborhood in the City, and most of it is single-family homes. It is a working class neighborhood, with the highest number of women in the workforce and the highest number of Native American residents. The neighborhood is already considered one of the most affordable, and they don't need more. It also has the lowest average income. Ridgecrest is currently zoned almost entirely R-6, but the current build out is closer to R-4. It is a friendly neighborhood, unlike apartment living where people ignore their neighbors.

Ms. Hale recalled that several have suggested that some aspects of change would be great, such as coffee shops and community gathering places. However, effective January 1st, the City Council implemented a \$10,000 transportation tax for new businesses that change existing use or amount of traffic to a new business. A current business inquiry in Ridgecrest probably will not happen because it cannot afford the additional \$10,000 cost. She expressed concern that the proposed plan would totally annihilate the southern half of the Ridgecrest Neighborhood. Additional development could result in enough density for Ridgecrest to become its own city and they could advocate away from the City of Shoreline.

Response:

Comments are noted. Chapter 3, Section 3.1 and Section 3.2 discuss market trends and housing needs. Section 3.3 addresses transportation impacts and recognizes the City's statutorily-authorized impact fee ordinance. In 2016, the City exempted certain types of business from the impact fee until Dec 2018 (SMC 12.40.070(I)).

Ray Berntsen

Said he lives near the Roosevelt Station in Seattle and purchased another home a year ago after Sound Transit announced its preferred station location at NE 145th Street. He worked more than six months to rehabilitate the house so it could be rented at a reasonable rate. His purchase was based on the certainty that having a station close by would afford the people who live in the neighborhood the ability to get to work at the University of Washington in just 15 minutes and downtown Seattle in 20 minutes. This reliability is a privilege that very few people in the region will have in the future, making it very valuable. He applauded the subcommittee for trying to maximize access to this valuable resource and supports the compact community concept (Alternative 3). As others have noted, he does not think there is much

advantage to spreading development of Phase 1 along the arterials as shown in Alternative 2 (Connecting Corridors); and there would not be much advantage to the geographic stints in either of the two action alternatives.

Mr. Berntsen agreed with previous speakers that the rezone should be limited to the ¼ mile walk shed, and the second phase should be tied to improvements that expand the walk shed. For example, expansion of the rezone on the west side of Interstate 5 should be tied to construction of a pedestrian bridge towards Twin Ponds, and expansion of the rezone along 145th and up 15th should be tied to transit improvements such as a circulator between the 145th and 185th Street Stations. He expressed his belief that Little Creek would make a great trail, and connecting it to the current trail system around Jackson Park would be a great amenity to improve walkability of the entire region. In addition, he suggested the City work with Sound Transit to recoup some of the imminent domain properties along Interstate 5 and make a bicycle trail connection between the two stations.

As a civil engineer and consultant, Mr. Berntsen said he said he has worked with Sound Transit on their east link alignment, the university link expansion, and the South 200th Station. They are very receptive to public comment and to the municipalities they are working in. Coming at them from a position of strength with a preferred alternative is a very good idea that has been used successfully in other locations to get maximum improvements by tying the neighborhood impacts to the future value of properties based on maximum build out. He said it is to the neighborhood's advantage to spread the cost of all the improvements in the area onto Sound Transit if the zoning is pushed forward prior to their design.

Response:

Comments are noted. Supports Alternative 3 Compact Community with no advantage if phased. Chapter 1 and Chapter 2 describe the development of the alternatives, including the use of study area boundaries developed on walk sheds. Chapter 3, Section 3.3 Transportation addresses non-motorized methods of transportation including bicycle corridors which is discussed in the Off-Network Bicycle plan. The City is and will continue to work with Sound Transit as it develops the light rail system through the City.

Chad Ross

Said he also lives in the Ridgecrest Neighborhood and his back door opens to the south end of Paramount Park. He and his wife purchased their home five years ago because they desired to have a single-family home with a backyard where they could grow their own fruits and vegetables. They are afraid of how the proposed plan will impact their neighborhood, and request that the panhandle be moved from Phase 1 to Phase 2. In addition, he requested that the dead end on 10th Avenue at 152nd be made permanent. They like having a quiet street, and want it to remain as such. He encouraged the Commission to slow down and reconsider the proposal to make sure the

neighborhoods are preserved. Commercial development belongs on Aurora Avenue North where there is public transportation and open lots that are available for large scale buildings.

Response:

Comments are noted. The FEIS considers phased zoning for all action alternatives.

Dan Dale

Said he supports extending the schedule for the two station subareas to give the City Council and Planning Commission time to consider the options. However, he suggested the timeline be adjusted further to wait three additional weeks for the release of Sound Transit's FEIS before making a final decision on either of the plans. If for no other reason, this slower schedule would be better from a public relations standpoint. Once Sound Transit's FEIS is available, the City will have clearer information about their plans for the parking garage and the properties immediately adjacent to the station area.

Response:

Comments are noted. Sound Transit issued the Lynnwood Link Extension EIS in April 2015; the FEIS reflects this fact. Per City Council direction, the 145th Street Station Subarea process had been suspended for approximately one year, allowing for the development of the 145th Corridor Study and providing opportunity for additional public comment.

Brad Rogers

Said he is on the steering committee for the trail that goes around the Jackson Park Golf Course. He expressed support for the earlier recommendation to link the trail near Littles Creek to the Jackson Park Trail. He also asked the Commission to postpone their recommendation until the Sound Transit FEIS is available so they have a clearer picture of how future development at the transit station can integrate with properties to the south. At this time, Sound Transit has not provided any information about what will happen between Northgate and NE 145th Street.

Response:

Comments are noted. Sound Transit issued the Lynnwood Link Extension EIS in April 2015; the FEIS reflects this fact.

Responses to Spoken Comments from the April 7, 2016³ (Discussion on Zoning Alternatives and Preferred Alternative for FEIS)

Dave Lange

Commented that if the City cares about community and energy usage, getting people around businesses is job one, and getting busses running between town centers and transit is a close second. He recalled that he has previously mentioned several problems with the City's implementation of transit-oriented development (TOD), which works best with an existing business base and when business and transit is plentiful and regular in the middle of density. Ridgecrest is, at best, a half circle for development with a squishy wetland for 1/3 of it. TOD works well when the transit center is located within a pedestrian hub of activity, and he agreed with Commissioner Mork's assessment that the 145th Street Corridor Study has failed its pedestrian mandate. He suggested it is time to think of 145th Street as the City's bus center and punt the idea of it being a walkable community.

Mr. Lange questioned if quadrupling the density of housing and only tripling the number of car trips around 145th Street would improve walkability. He expressed his belief that, unless the 145th Street Corridor Study is revamped, there is little a new Sound Transit station can do to get out of the way of Shoreline's compact development. Instead of cars on 5th Avenue, they need busses there in order to link more of the City with transit and link more transit users with the town centers. Without bus lanes on the overpass, there won't be abundant transit around 145th Street. Cars would get 6 lanes, un-motorized transportation would get 2 lanes, and busses would fend for themselves. Given the mistake Sound Transit has built into their station (busses for one route running 7 days a week and up to 19 hours a day at 10-minute intervals), he feels justified to ask for no change in zoning from 145th Street to 155th Street and from the freeway to 12th Avenue. If they encroach on the borders and make 5th Avenue into East Northgate Way, there will be police directing traffic for years and emergency meetings at some point in the future. They can change some parts of the station, but staying on the current rail corridor has its limits. He urged the Commissioners to think carefully of their responsibility and their interest in driving in the area.

Response:

Comments are noted. Chapter 3.3 addresses multi-modal transportation needs including acknowledgment about the need for METRO and/or Sound Transit to provide bus service to/from the light rail station. The April 2015 Lynnwood Link Extension FEIS is reflected in the FEIS as is the 145th Corridor Study.

³ Only responses are provided to these comments for brevity. Verbatim testimony for the Planning Commission's April 7, 2016 meeting is available at: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>

Shoreline Preservation Society (Dr. Sarah Cooke)

Said she represents the Shoreline Preservation Society. She submitted written comments and asked that the Commissioners also refer to the comments she previously submitted on March 10th. She referred to the proposed Compact Community Hybrid Alternative and said her comments would focus on the southwest sector adjacent to the Paramount Open Space (between 10th and 9th Avenues NE). She specifically referred to a small stream that stops just short of crossing 10th Avenue NE and pointed out there is an inconsistency with the City's GIS map. Currently, there are three tributaries that feed the area that is proposed for MUR-35' zoning. Although this area has been mapped by the City, the stream tributaries that currently pass through the backyards of every single residential lot to the west of 10th Avenue NE have not been included. Many of the lots are associated with wetlands, but none have been mapped. She concluded that zoning an area that is encumbered by critical areas to MUR-35' will be very problematic, if not virtually impossible.

Dr. Cooke referred to the inaccuracies she pointed out in her March 10th letter and said it is problematic for her to believe that the Commission can accurately evaluate the proposals that have been presented. Even after spending substantial money, it will be very difficult to know what is and is not accurate, especially since the database in place before the recent studies is more accurate than the new information. She asked the Commission to read her letter.

Response:

Comments are noted. See City's Response to written comments submitted on March 10, 2016 and April 7, 2016.

Shoreline Preservation Society (Janet Way)

Referred to a letter that was submitted just prior to the meeting by attorney's representing the Shoreline Preservation Association. She requested an extension of the comment period so that all pertinent information can be submitted before the Commission forwards a recommendation to the City Council. She commented that the Shoreline Preservation Society has concerns about the Planned Action Ordinance that will come before the Commission at some point in the future. If the ordinance is going to be part of the subarea process, it is important to keep in mind that State Law requires project level analysis as part of the FEIS. Although the City is saying that environmental review will be done as development is proposed, there is no project level analysis in the DEIS for the developers and/or the City to go by. With the Planned Action Ordinance, the public would be excluded from the process and would have no opportunity to comment or appeal. Any information to add to the discussion about critical areas, traffic, etc. will come only from the FEIS. She expressed her belief that adopting a Planned Action Ordinance would be a harmful environmental impact.

As mentioned by Dr. Cooke, Ms. Way said there are many errors in the addendum to the DEIS, and even the proposed Preferred Alternative has an error in that the creek is not identified. For these reasons, the public comment period should be extended, and there should be a separate notice for the Planned Action Ordinance to carefully consider the consequences. She said the society is asking that more Residential (R) 6 zoning should be retained. As mentioned by Dr. Cooke, the area west of Paramount Park is wetlands and streams run

through the backyards. This entire area is critical to the wetland and should be considered for R-6 zoning. She recommended that the steep slope along 10th Avenue NE should also be considered for R-6 zoning, as well as the houses on top of the slope.

Ms. Way said the Society is in favor of a Critical Areas Overlay, and the parks should not be part of the rezone. The Society would also like the Commission to consider potential impact fees. Currently, the City has an impact fee for transportation, but none for parks, schools, or other needed infrastructure. The Society would like the Commission to defer consideration of the DEIS until the 145th Street Corridor Study has been completed. She recalled that at the April 5th special meeting of the Planning Commission, it was obvious that many things were still unclear. She recommended that the City should have a Capital Facilities Plan in place before adopting the intensive zoning designations. She asked that the Commission consider the letter from the Society's attorney, as well as other letters that have been submitted.

Response:

Comments are noted. The FEIS contains a new alternative – Alternative 4 Compact Community Hybrid – that retains low-density residential zoning along a majority of the large parks within the subarea (Twin Ponds, Paramount Park, and Paramount Open Space). The 145th Corridor Study is completed and has been incorporated within Chapter 3.3 Transportation of the FEIS. Impacts to Parks is addressed in Chapter 3.5 and to Schools in Chapter 3.6. Mitigation measures include the consideration of impact fees; the City has no outright authority to impose a school impact fee unless requested by the school district. See City's Response to written comments submitted on March 17, March 21, and April 7, 2016.

Liz Poitras

Referred to an area identified on the Compact Community Hybrid map, which shows two rectangles of MUR-45' zoning east and west on 5th Avenue NE and north of 155th Street. She requested the following changes:

- No rezoning north of 157th Street on both sides of 5th Avenue NE.
- The remaining chunk of the MUR-45' rectangle shown on the east side of 5th Avenue NE should be divided into MUR-35' in the north portion and MUR-45' in the south portion, or it could all become MUR-35'.
- Continue the strip of MUR-35' that is south of 157th Street all the way to 5th Avenue NE.

Ms. Poitras explained that most of the perimeter of the two combined MUR-45' areas on the map will remain R-6. Since the beginning of the project, the City has stated that it is important to buffer the R-6 areas from MUR-45' and higher zones. She pointed out that most of the homes in this area are 1 and 1.5 stories, not even close to the maximum height allowed for R-6 zones. The Compact Community Hybrid map shows that there is no road in this area to separate the MUR-45' from R-6 zoning. In addition, the topography of the area slopes downward going west from 5th Avenue NE, and even the land that abuts the west side of 5th Avenue NE is below the grade of the street.

The elevation at the intersection of 5th Avenue NE and 156th Street is 409.7 feet compared to an elevation of 355 feet at the west end of 156th. This equates to a difference of 54 feet. For the R-6 homes west of the proposed MUR-45' zones, 45-foot buildings would seem even taller than 45 feet. She summarized that, with her proposed changes, there would be no MUR-45' abutting R-6 zoning, and businesses on arterial streets would be allowed in the MUR-35' zone.

Response:

Comments are noted.

Thornton Creek Alliance (John Lombard)

Said he represents the Thornton Creek Alliance, which includes residents of both Shoreline and Seattle. He explained that the upper third of the Thornton Creek Basin is within the City of Shoreline. He said the Alliance supports the Compact Community Hybrid as the best of the alternatives considered by the Commission. They appreciate the careful thinking and balancing of concerns that has gone into it, and they believe that staff has made a persuasive case against phased zoning, particularly with the current proposal. The Alliance also supports the revised Off-Corridor Bicycle Network, which adds a path through the Paramount Open Space, over the Green Network that was considered as part of the earlier Compact Communities Alternative. The Alliance supports maintenance of R-6 zoning adjacent to the Paramount Open Space and Twin Ponds Park; not just because of the reduced pressure on wetland habitats it would create, but because it supports the larger landscape approach to habitat that the Alliance articulated in its comments at the last Commission meeting and in its letters. As noted in the Staff Report, even left as R-6 zoning, the areas will likely see substantial redevelopment, which will have to meet the updated requirements of the Critical Areas Ordinance.

Contrary to Otak's report and based on their own map (Figure AW-1), Mr. Lombard said it does not appear that any of the single-family homes to the east of Paramount Open Space are actually located in wetlands. However, many of these parcels are entirely within the buffers, which means that any redevelopment on them will continue to be nonconforming, whether it is R-6 or the denser zoning. He summarized that the Alliance appreciates the support of the City's Parks, Recreation and Tree Board for acquisitions to expand parks and protect wetlands around Paramount Open Space. They support the staff recommendation that any new development using the new zoning must be outside of wetland and stream buffers.

Response:

Comments are noted. Supports Alternative 4 Compact Community Hybrid in conjunction with the Off-Corridor Bike Network and the Green Network concept. Wetlands are addressed in Chapter 3.4 as well as in the DEIS Addendum in regards to Paramount Park and Paramount Open Space. Chapter 3.5 addresses parks and natural areas/open space.

Joe Cairo

Said he has lived in the Pacific Northwest since 1967 and has seen the area go through a lot of change. He has seen planning commissions and councils create plans that they were sure would solve problems but failed over and over again. He said he is particularly troubled that there are errors in the City's maps. He said he recognizes that change is coming and there will be more density. However, he is concerned about allowing this increased density to expand into the existing neighborhoods that make Shoreline great. Shoreline is a suburb and offers a great place to raise a family. However, he is concerned about increasing the ratio of unrelated single adults who are not stakeholders. These people are typically not interested in keeping the schools good and helping the community thrive and prosper. Absentee landlords and property managers should not become the order of the day in the neighborhoods. He encouraged the Commission to keep the increased density closer to the transit center rather than letting it expand into the neighborhoods.

Response:

Comments are noted. Supports focusing increased density near light rail station.

Frank Shields

Said he owns property near the 145th Street Station and he supports the proposed Compact Community Hybrid Alternative. It appears to strike an appropriate balance and is well thought out. He expressed his belief that the community, in general, greatly needs the light rail system. The traffic is already horrible and the City is growing rapidly. For the new light rail system to work, there will need to be high nodes of density in order to maximize the number of people who can access the station via walking. Creating more density close to the station is the right approach, and it will give citizens of Shoreline an opportunity to enjoy the benefits of the light rail amenity. He said he believes that light rail will be fabulous amenity for Shoreline, and it will increase property values in the area.

Response:

Comments are noted. Supports Alternative 4 Compact Community Hybrid

Dia Dryer

Commented that the map staff prepared to illustrate the Compact Community Hybrid Alternative is deceptive and is a visual riddle about which match stick is larger. She noted that Interstate 5 is nearly ¼ mile wide. Decades of studies have been done, both in and out of Washington, that repeatedly shown that a ½ mile walkshed is the generally-accepted limit of range and that ¼ of a mile is the primary increase in ridership. Although she does not live next to either of the parks that have been discussed so significantly, it does not change the fact that her voice is the same and she pays the same property taxes. She emphasized that the hybrid map is vague and her points may be mute. However, if there is still consideration of phased zoning, it needs to be approached logically. It is concerning to her that the MUR-35' zoning on the west side of Interstate 5, which is beyond a ½-mile walkshed, is included in all options. She is also concerned that if phased zoning were to be applied, the maps she has seen have excluded blocks that are within the ¼-mile walkshed from Phase 1. This will push development to the outskirts of the subarea. She observed that while MUR-35' and MUR-45' along 15th Avenue NE is considered Phase 1, it

should be noted that most properties have already been developed to that standard. She pointed out that the majority of what was included in Phase 1 of the 185th Street Station Subarea Plan was within a ½-mile walkshed. There are also a few instances where Phase 2 and even Phase 3 were within a ½-mile walkshed.

Response:

Comments are noted. The FEIS considers phased zoning for all action alternatives. The 145th Subarea Plan and its implementing zoning are still subject to public review and comment with the City Council not anticipated to take final action on the proposal until Fall/Winter 2016. Chapter 1 and Chapter 2 discuss how the alternatives were developed including the creation of the walk shed areas.

Lorn Richey

Asked that the Commission base its decisions relative to zoning around the light rail stations on what is best for Shoreline residents. Focusing first on the residents' use of the light rail is the surest method of assuring the future success of the project for the entire community. Shoreline already has something that works, and they should be looking at the best way to integrate light rail into it. He cautioned that the Commission should not vote in favor of the Preferred Alternative thinking it will be an economic stimulus plan, since this gamble has been tried unsuccessfully elsewhere. While it may benefit a few, it does not benefit the general population. They should not vote for the Preferred Alternative thinking it will create more moderate priced housing and help low-income people and people of color. The Black Lives Matter movement attended a recent Town Hall event and confronted the Mayor on the very aggressive, dense zoning propositions and gave a brilliant critique of how it actually hurts people of color and the poor. Lastly, they should not vote to support the Preferred Alternative based on environmental tradeoffs. While light rail will help the environment and there are a lot of benefits to increased density, the City should be very careful in how density is integrated in the neighborhoods that are already functioning well. There was a big rush to approve the 185th Street Station Subarea Plan, but if it had been done right, it could have become a model of sustainability and ecological integration with the neighborhood and existing environment. They now have a very aggressive plan in place that may not be best for the residents.

Response:

Comments are noted. The FEIS does not identify a preferred alternative.

Yoshiko Saheki

Encouraged the Commission to reject the Staff's recommendation to remove the R-6 zoning near parks just so that MUR-35' zones can be studied in the FEIS. She voiced concern that the FEIS would be conducted by Otak, who wrote the Wetlands and Streams Assessment Technical Memorandum and concluded that rezoning would be better for critical areas. She suggested there is something circular about the relationship between the Otak Assessment and the forthcoming FEIS. She would have been more comfortable if the two documents were prepared by different consultants, and she is doubtful that that the same consultant will come to a different conclusion in the FEIS.

Ms. Saheki said the technical memorandum at least got a couple of things right through reconnaissance. Specifically, Otak was correct in the classification of the large wetland in Twin Ponds Park, which requires a buffer of 165 feet. While Otak did not delineate the wetlands in Twin Ponds Park, the Parks Department separately commissioned a wetland delineation. The report is not yet finished, but boundary flags have been placed in the park by the wetland biologist. These flags have been placed on the property line between the park and the houses on the north side of N 149th Street. If Otak is correct in its classification of the Twin Ponds Wetland, the buffer zone will cover not just the houses on the north side of N 149th Street; it will also encroach on the properties on the south side of N 149th Street. Therefore, she asked that the Commission include the south side of N 149th Street for R-6 zoning. She recognized that, at some future date, some of the properties could become part of the expansion of Twin Ponds Park, but that is mostly speculative at this stage. Therefore, it is important for the City to do its best to protect the existing public wetlands. She reminded the Commission that after Aegis Assisted Living was built, a body of water on private land was lost. She summarized that keeping the present zoning will best serve the wetlands and Twin Ponds Park.

Ms. Saheki commented that there has been a lot of new information lately, including a Planning Commission meeting on April 5th. It seems it would serve the process if the Commission were to continue the discussion and collect more public comment after tonight's hearing. She asked that the Commission delay their recommendation to the City Council for at least a few weeks.

Response:

Comments are noted. The FEIS analyzed a range of alternatives which included rezoning properties adjacent to Twin Ponds Park, Paramount Park, and Paramount Open Space from low-density residential to MUR 35. Chapter 3.4 addresses wetlands and incorporates the information from the DEIS Addendum.

Michael Jensen

Said he lives within the subarea boundaries and loves his neighborhood. He also values light rail and recognizes there is opportunity in what the neighborhood can become. He commented that zoning typically guides what the neighborhood can become, and details matter. However, many of the risks to the neighborhood have much to do with the when and how of redevelopment. He recalled that the City's Planning Director indicated she had similar concerns when she asked for advice from other planning colleagues in September of 2014. She said, "This opens a lot of single-family zoned property up for redevelopment. We are concerned that, if opened up all at once, redevelopment will not transition well from the old to the new (spotty)."

Mr. Jensen recalled that phased zoning was the proposed solution, and the City Council adopted the approach as part of the 185th Street Station Subarea Plan using the following language from Ordinance 706, "A phased-zoning approach provides for a more predictable pattern of redevelopment, insuring a cohesive, connective community that is supportive of transit while providing an opportunity to monitor development prior to allowing redevelopment of the entire area in a manner that could be inconsistent with the vision for the subarea."

Mr. Jensen emphasized that the residents of the 145th Street Station Subarea want these same benefits, and the former preferred alternative included phased zoning for blocks around the natural areas. However, the staff has now dropped phased zoning from the latest recommendation, despite admitting there were issues that it could help solve and despite the fact that by excluding it now they were eliminating it from consideration down the road. He said he disagrees with the reasons provided in the Staff Report for recommending against a phased approach. The report states that if Seattle is in charge of what happens south of 145th Street, there is no longer a reason to care about the sequence of development north of 145th Street. While spotty development was considered bad in the 185th Street Station Subarea, the Staff Report indicates that it would be good in the 145th Street Station Subarea because it would allow more variety of housing styles. Lastly, the Staff Report suggests that developers will not start building the densest, central buildings until after the light rail station opens in seven years. To allow more redevelopment to occur as soon as possible, the new recommendation turns the prior one on its head and encourages peripheral blocks, including those adjacent to natural areas, to redevelop first and the central core to redevelop second. He suggested this is backward and he questioned why the rush. He encouraged the Commission to take the extra time to get it right. He summarized that sequence matters. The results will be suboptimal if redevelopment happens from the edges towards the center. The quality of life during transition will also be worse if a lot of additional people and their cars arrive before new infrastructure is in place. He asked the Commission to consider phasing in the 145th Street Station Subarea, including blocks near natural areas. He asked them to guide the pace of change enough that it gets done right.

Response:

Comments are noted. The FEIS considers the concept of phased zoning for all action alternatives. Chapter 3.3 Transportation includes the results of the 145th Corridor Study, a roadway located outside of the City's municipal boundaries.

Steve Schneider

Said he also lives within the subarea. He appreciates the April 5th meeting, which was very informative and allowed citizens an opportunity to interact with the Commissioners. He voiced concern that the maps presented at the April 5th meeting appeared to be incomplete, and the plan does not address how to deal with 145th Street when residents from Bothell, Kenmore, Lake Forest Park, etc. are planning to access the light rail station via bus. He observed that the busses will not provide easy access to the station because 145th Street is only two lanes. He recommended the Commission postpone its recommendation to the City Council until they have addressed exactly what will happen with 145th Street, which will be a major thoroughfare to and from the light rail station.

Response:

Comments are noted. The 145th Corridor Study has been completed and is incorporated into Chapter 3.3 Multi-Modal Transportation. The needs for bus service to/from the station by METRO and Sound Transit is addressed in that chapter. The Lynnwood Link Extension FEIS (April 2015), which is reflected in the City's FEIS, establishes mitigation measures for traffic impacts arising from Sound Transit's light rail system.

Ginny Scantlebury

Commented that in all of the planning to date, she does not believe that enough has been done to address traffic issues. The larger population will create a need for more police and fire resources, which are already stretched. Schools and utilities must also be addressed as part of the infrastructure plans. She recalled that citizens raised infrastructure concerns at multiple hearings for both the 185th and 145th Street Station Subarea Plans, but they were ignored.

Ms. Scantlebury recalled comments made in 2015 by City Council Members to City residents who attended a meeting regarding the 185th Street Station Subarea Plan. City Council Members said not to worry about massive redevelopment happening overnight as the process will be very long and nothing will happen for quite some time. However, as soon as the ink dried and the up-zoning occurred for the 185th Street Station Subarea, residents started getting slammed by developers and realtors harassing them to purchase their properties. It has even started in the 145th Street Station Subarea, although nothing has been finalized. She encouraged the City to be truthful with citizens. She also asked the Commission to postpone action until more study has been done.

Response:

Comments are noted. Chapter 3.3 addresses multi-modal transportation issues and incorporates the 145th Corridor Study. Chapter 3.6 address impacts in regards to public services such as police and fire, with fire being a separate and distinct governmental entity from the City. Chapter 3.7 addresses the impacts to utilities. The FEIS recognizes that trends in development are driven by market forces and property owners decisions to buy or sell their property, both of which are not within the City's control.

Lindsay Hanna

Said she recently purchased a home within the subarea because she was excited about the proposed light rail amenity. She has been following regional growth trends and the Puget Sound Regional Council (PSRC) estimates that by 2040, there will be 1 million new people in the area. A number of people have encouraged the Commission to slow the process down and postpone their decision. However, it is important to note that over the past year, 63,000 new people came to the region. She recognized that deciding where to accommodate the additional growth is difficult, but change and growth will continue to occur. A huge public investment will be made for the new stations, and it is the City's responsibility to the public and future generations to ensure that as many people as possible can use the asset. When thinking through different alternatives, she noted there are pockets of single-family homes. She encouraged the Commission to consider whether this decision was based on something that is ecologically threatening to the parks or something else. She urged them to consider how important it is that as many people as possible can live within walking distance to light rail. Whether they like it or not, people will be moving to the area, and they will need a place to live and she supports compact growth around the light rail stations.

Response:

Comments are noted. The FEIS presents a range of reasonable alternatives that provides for a variety of growth scenarios at varying intensities/densities.

Tom Lawler

Said he supports the Connecting Corridor Alternative because he believes development would be stronger when connected to other areas of development. Particularly, he suggested that the rezoning of 155th Street should be connected to the Community Renewal Area of Aurora Square. As a young person who recently moved to Shoreline, he feels he has a stake in the community. As a conservationist who has done ecological restoration in the City, he feels comfortable and satisfied with the City's efforts on remediation and the environmental integrity of the area. He urged the Commission to keep the momentum going. Growth is happening, change is happening, and people are moving to Shoreline.

Response:

Comments are noted. Supports the Connecting Corridor Alternative.

Wendy DiPeso

Agreed that changes are occurring and the City needs to be prepared. However, the City cannot be prepared if they do not have all the information when making decisions. The Preferred Alternative will not fit within the current restrictions imposed by existing traffic conditions, existing habitat, or the needs of the current residents. She referred to the map provided by staff to illustrate the critical areas, which is considered each time an application for development is submitted. If that is the case, she questioned why the City would rezone properties within these areas to higher density. She suggested that the Critical Area Layer should be overlaid onto the Preferred Alternative map to determine whether or not the high-density zoning is appropriate in areas that are considered buffer zones for wetlands. She suggested there will be increased problems with flooding and other infrastructure challenges. It will also confuse developers who purchase property based on zoning, but later learn that properties are not developable. She cautioned that the City should not move the subarea plan forward before the 145th Street Corridor Study has been completed. She also cautioned that adopting a Planned Action Ordinance would cut the City off from a valuable source of information provided by people who live in the area. She recommended a zoning overlay instead of a Planned Action Ordinance. This would allow citizens to continue to have a voice in designing their own community as it grows and changes. Rather than a top-down approach, she suggested that planning be done together as a community. The community cannot afford the costly lawsuits that result from the top-down approach.

Response:

Comments are noted. The FEIS does not identify a Preferred Alternative. The 145th Corridor Study is complete and has been incorporated into Chapter 3.3 Multi-Modal Transportation of the FEIS. The City will comply with SEPA, 43.21C RCW, and its implementing regulations if it elects to adopt a planned action ordinance for the subarea. The FEIS will serve as a basis for that ordinance. Impacts of the proposed subarea are addressed in Chapter 3 which has subchapters for all subjects areas. Mitigation measures have been proposed which along with the City's regulations will address probable adverse environmental impacts. See also City's Response to written comments submitted on April 7, 2016 by Ms. DiPeso's attorney, Dykes Ehrlichman.

Deborah DeMoss

Said she lives within the 185th Street Station Subarea and she supports the concerns raised by residents who live in the 145th Street Station Subarea. She urged the Commission to be prudent and wise in their decisions. Do not run with the staff's recommendation just because they say it is good and sound. It is not sound for anyone to rush because of the almighty dollar. She said Seattle is a good example of what can happen when planning is rushed. While she loves the shops and restaurants, she refuses to go there because of the changes that have taken place and the horrific traffic. She does not want Shoreline to be like that. She urged the Commission to base their decisions on what the public is saying. She shared that the street she lives on is a nightmare because decisions were made and changes were allowed to occur without providing sufficient infrastructure improvements. Additional study related to infrastructure, city resources, traffic, etc. needs to be done before the Commission makes a recommendation.

Response:

Comments are noted.

Jeff Eisenbrey

Expressed his belief that a Planned Action Ordinance is inappropriate for a project of this scale, and it is without precedent in North America. As originally proposed, the Planned Action Ordinance would have made all existing uses in the rezone area non-conforming, and thus illegal and challengeable in court by developers. The staff's early recommendations have given the residents in the area cause to wonder. Staff is deeply invested in a very exciting plan, and they are thrilled to see a dense, urban area built. Informed by development interests, staff has been chipping away at the language that defines the realities on the ground. They have introduced inaccuracies, which endanger wetlands, enjoyment of properties, and the investments that land owners make to their lands and homes. He urged the Commission to take care that the development community is not provided the means to get a legalistic foot in the door, and thus, adversely impact the community.

Mr. Eisenbrey suggested that the course and quality of development must be regulated beyond zoning. Phasing, construction standards, realistic parking impacts, and expansion of community infrastructure (schools, stormwater, sewers and public space) must all be spelled out in detail before the first permit applications are accepted. If this is not done, developers' attorneys will force unintelligent decisions that will impact property owners and the City forever. Planning must be more holistic if the City is to see beautiful, ecologically sound, livable, and lasting work done that does not make victims of current City residents.

Response:

Comments are noted. A planned action ordinance does not impact the conforming status of existing uses; only zoning does this. A planned action ordinance streamlines the environmental review process for those projects which meet its parameters. The FEIS considers phased zoning for all action alternatives. Mitigation measures and development regulations specific to the zoning districts proposed for the subarea would apply to development.

Cathy Aldrich

Said she has lived in the Paramount Park Neighborhood for over 30 years. She agreed that light rail is coming and the City cannot avoid greater density. However, it should be taken very slowly. She referred to Virginia and the Washington D.C. area where there are great transit options, but traffic is still a nightmare. The same could happen in Shoreline if the City is not careful. She recalled that when she moved into the neighborhood, there were many more businesses on 15th Avenue NE. Although there was a population that supposedly could support the businesses, most are gone now. She agreed that additional study is needed. The people who live in the area will suffer the greatest affects. Again, she asked the Commission to slow down the process. She noted that, although the light rail station on Roosevelt in Seattle has not even opened yet, the community has totally changed. Change can happen quickly.

Response:

Comments are noted.

Jan Stewart

Said she also lives within the 145th Street Station Subarea. She referred to a written letter she submitted prior to the meeting. She said she agrees with many of her neighbors who have raised concerns about whether or not the 145th Street Corridor Study is sufficiently complete for the subarea plan to move forward. She said she supports additional R-6 zoning around the parks, particularly Paramount Open Space and Twin Ponds Park, which are both sensitive areas.

Ms. Stewart noted that residents living between 15th Avenue NE and 8th Avenue NE were part of the Southeast Subarea Plan, which was adopted in 2011 and intended to be a 20-year plan. She asked why these properties are now included in a different subarea plan without being noticed of revisions to the previous plan.

Response:

Comments are noted. The 145th Street Corridor Study has been completed and incorporated into Chapter 3.3 Multi-Modal Transportation of the FEIS. The FEIS contains an analysis of Alternative 4 Compact Community Hybrid that retains low density zoning adjacent to Twin Ponds, Paramount Park, and Paramount Open Space. Based on public comment, the FEIS addresses the overlap of the Southeast Neighborhood Subarea and the change needed in the area based on the light rail station. See Chapter 3.1 Land Use Patterns, Policies, and Plans.

Comments on the February 19, 2016 Addendum to the DEIS

To better respond to comments submitted on the DEIS about wetlands, streams, soils, trees, habitat, and surface and groundwater in the subarea, the City decided to undertake additional analysis of the natural systems in two locations that are known to contain large critical

areas: Paramount Open Space and Twin Ponds Park. On February 19, 2016 two technical memos were published: a Wetlands and Streams Assessment and Geotechnical Considerations for High Groundwater or Peat Conditions. Together, these memos were issued as an Addendum to the DEIS. Although not required, a public comment period was offered through March 21, 2016, and several written submittals of comments were received. Responses to these comments are provided below.

Responses to Common Themes in DEIS Addendum Comments

As with comments on the DEIS, there were several common themes in the comments on the addendum. Responses to these common themes are provided below, followed by comment submissions by individuals and specific responses to each.

Scope, Methodology, and Mapping as part of the Wetlands and Streams Assessment

Regarding comments related to the scope and methodology of the Wetlands and Streams Assessment and related mapping work, the 2015 wetlands and streams reconnaissance completed by Otak, Inc. was an **assessment** that focused on city-owned public properties in the vicinity of Paramount Open Space and Twin Ponds Park and not privately-owned properties. The assessment was preliminary and based on a high-level review of existing mapping and reconnaissance of field conditions that did not involve conducting a detailed wetland and stream delineation.

As the assessment report indicated, wetland and stream delineations will need to be completed, mapped, and surveyed prior to any site redevelopment in the future to accurately confirm wetland, stream, and buffer limits as required by Shoreline's Critical Area Regulations, SMC 20.80, as well as any applicable federal and state regulations related to streams and wetlands. For development in proximity to wetlands and/or streams, the delineation and critical areas report would require specific mapping and surveying of the limits of the wetlands and/or streams (ordinary high water marks), classification of the wetlands and/or streams, and identification of the appropriate buffer widths based on classification). This would be required under any of the alternatives, including Alternative 1—No Action or any of the three action alternatives that may be adopted.

Mapping of wetland and stream elements in the 2015 reconnaissance/assessment was based on a planning-level GIS methodology and not on field delineation and survey. As such, the mapping is approximate and preliminary. Future wetland and stream delineations would need to be completed, mapped, and surveyed prior to any site redevelopment in the future to accurately confirm wetland, stream, and buffer limits. Given that wetlands and streams change over time, the most prudent approach for the DEIS Addendum was to conduct a reconnaissance level assessment, with the understanding that property owners and/or developers would be required to conduct their own detailed wetland and stream delineations as part of the permitting process for future redevelopment plans. (This would be required under any of the alternatives, including Alternative 1—No Action or any of the three action alternatives that may be adopted.)

Since hydrologic systems in the watershed are dynamic and change over time, it is again important to note that mapping depicted in the Addendum to the DEIS, this FEIS, and in other earlier reports can be subject to change and as such should be considered preliminary. Future development projects would be required to delineate, survey, and map critical areas specific to each site and at that time, those maps will present the most up-to-date, accurate conditions of streams, wetlands, and associated buffers.

Timing of the Wetlands and Streams Assessment

Several comments stated concerns about the timing of the reconnaissance and assessment work, which occurred in late summer of 2015, in a particularly dry season. Assessments and delineations of streams and wetlands can be conducted at any time of year, and often are conducted during the growing season when indicator species of plants can be observed. Regardless of the season of the work, accepted methodologies call for observations of sufficient indicators of wetland hydrophytic plant communities, hydrology, and hydric soils. In the case of the Wetlands and Streams Assessment, these indicators were observed, including high groundwater indications, even though the assessment was conducted in a dry summer season.

Scientists are required to look at consistent indicators regardless of the time of year. Although the work was performed during the dry months of the year, it was done with the understanding that formal delineations would be required in the future so as to provide an accurate definition, description, surveyed boundary lines of the critical areas and buffers timed with future development proposals. At the time the work was conducted, sufficient indicators of wetland hydrophytic plant communities, hydrology, and hydric soils were observable for the reconnaissance level of effort to inform the assessment and provide a preliminary indication of potential stream and wetland areas and related buffers and how these might impact future redevelopment potential, which was the focus of the 2015 work.

Comments about the 6.9 Acres of Wetland Cited in the Thornton Creek and West Lake Washington Basins Characterization Report

The 2004 report covered a larger focus area (outside the public property vicinity) than was the focus of the 2015 wetlands and streams reconnaissance/assessment work. The 6.9 acre wetland area appears to originate in wetland evaluations conducted by/for King County circa 1989. This 1989 delineation report was not available for review and comparison during the 2015 wetland reconnaissance work. Watershed hydrologic systems are dynamic, conditions may have changed may have changed since 2004. As noted above, the reconnaissance/assessment report was based on a planning-level GIS methodology and not on field delineation and survey, and as such, it should not be compared to previous (and in some cases more detailed) wetland and stream analysis work. Proponents of future redevelopment applications would be required to conduct their own up-to-date analyses of critical areas, formally delineating and surveying boundaries and prescribing classifications and buffer areas accordingly.

Concerns about Potential Effects to Habitat

Several comments stated concerns about potential effects to wildlife habitat that might occur with redevelopment under the action alternatives. Potential redevelopment in the station subarea would be required to comply with all applicable local, state, and federal regulations and would undergo detailed analysis and design for specific site conditions. Regardless of the zoning designation, critical areas and associated buffers are protected by City of Shoreline Municipal Code (SMC) critical area requirements which establish buffers and place restrictions on the removal of trees and vegetation in critical areas regardless of the zoning designation in place. Washington State and federal requirements also apply to these natural areas. With future aggregation of properties, even if critical areas and buffers are included within master site plans for development, the streams, wetlands, and buffer requirements would still be applied.

With any future redevelopment, developers would be required to conduct detailed, site-specific analyses of critical areas and geotechnical conditions. Wetland and stream delineations meeting City of Shoreline, Washington State Department of Ecology, and federal regulations and protocols would be required for all properties undergoing development with wetlands and streams located within the property boundaries or in proximity to the property. The locations of these features would affect the footprint of redevelopment.

There is no known research that indicates that mixed use residential or multi-family uses would result in a greater level of impact to nearby streams and wetlands than existing single family uses. To the contrary, redevelopment can improve the quality of natural areas that are delineated and protected through that process. Stream corridor restoration and wetland enhancements often are implemented as part of these projects. Redevelopment projects are required to comply with stringent local, state, and federal critical areas requirements, as well as stormwater management provisions that control flows and clean water runoff, which improves conditions in surrounding streams and wetlands.

Without redevelopment in the subarea in the vicinity of streams, wetlands, and buffers, large portions of these critical areas would continue to exist within private property areas (single family lots primarily), rather than be delineated, surveyed, and protected in the redevelopment process. Residential and backyard structures, fertilized lawns and gardens, and other non-natural elements currently located in buffers would remain. With future redevelopment under any of the action alternatives, critical areas boundaries could be more effectively protected. **Figure 3.4-6** provided at the end of Section 3.4 of this FEIS illustrates influences on riparian areas in the Thornton Creek Basin (from the Thornton Creek Basin Characterization Report, 2004) and shows the existing extent of homes and lawns along streams in the subarea.

Alternative 4—Compact Community Hybrid, a Zoning Alternative that Reduces the Amount of Upzoning around Park Area

Public comments were submitted that included concerns about upzoning around park and open space areas in the subarea and that this should be further studied in the FEIS. Based on public comment, areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park retain single-family (R-6) zoning through the development of a new alternative – Alternative 4 Compact Community Hybrid – that is discussed in the FEIS.

Responses to Written Comments Submitted on the DEIS Addendum by Individuals and Groups

Following are responses to comments submitted during the comment period on the DEIS Addendum by individuals and groups.

From: Megan Kogut

Received: February 17, 2016

Dear Planning Commission,

I live at 15806 10th Ave NE, about ½ north of the Paramount Open Space. I walk my dogs in the Open Space regularly, and I use the rather grim tractor/tree combination at the south end of the park as a local tourist destination for house guests. I also occasionally jog in Twin Ponds Park.

I write in support of the conclusions of the Otak memo of January 29, 2016 and the accompanying Wetlands and Stream Assessment. I would be at the Planning Commission meeting on Thursday, February 18, if I didn't have a prior commitment out of town that night.

I happen to have a PhD in environmental engineering from the Massachusetts Institute of Technology Department of Civil and Environmental Engineering, where I received a well-rounded education in environmental science, including chemistry, limnology and wetland science, microbiology and hydrology. I also took several environmental law and policy courses at the MIT Sloan School of Management and a course in landscape design. As faculty at UW Tacoma, I've created and taught six separate courses related to environmental science, policy, and natural history in the Pacific Northwest.

I roll out my credentials here because I feel that I am well-qualified to say that you don't need much of a science background to appreciate the implications of the Otak report. It is clear that redeveloping the areas around Paramount Open Space, and around Twin Ponds Park, open the door to possibilities for meaningful and significant environmental benefits for those parks and the people who visit them.

As a natural historian, I understand well why single family houses were built on wetlands and riparian areas all over Shoreline and beyond the Growth Management Act was enacted. And I appreciate efforts of those adjacent to the wetlands and creeks to protect those natural assets as if they were their own.

But, the next person who purchases one of those non-conforming properties might not be so like-minded. I feel that going forward, knowing more, we can improve on the past by eventually removing non-conforming structures and landscaping, implementing buffer zones, managing stormwater quality and quantity, taking full advantage of required mitigation for new construction, and creating opportunities for high quality restoration as well as passive recreation.

The Class III and IV wetlands, surrounded by weedy hills and the backyards of houses, have so much potential for aesthetic and functional improvement and better accessibility. They are wetlands that survived by virtue of being difficult to "reclaim". And I appreciate ongoing volunteer efforts to add paths and remove invasive species. But the Paramount Open Space currently does not fully reflect today's values for wetland function and passive recreation.

But, it could be a true crown jewel of Shoreline if restored and enhanced. The same possibilities exist for Twin Ponds Park, and creeks around both areas being considered for rezoning.

It may feel to some that tall residential buildings are inappropriate next to wetlands for aesthetic and personal reasons. There is some merit to that argument, but this is not the question at hand.

The question at hand is of course whether mixed use development, conforming to all existing laws and permit conditions, could have a lower impact on the wetlands and riparian areas than the existing use. The answer is clearly yes, in many ways, based on the results of the Otak report as well as common sense.

However, I will still address the question of whether it is inappropriate to put tall buildings next to wetlands for personal or aesthetic objections. I have a personal story of my own that I hope is considered alongside other people's personal stories.

As you know, the Growth Management Act of 1990 has a clear purpose: to encourage growth within urban areas first. This rezoning, building up not out, is a clear example of fulfilling that purpose. That this rezone is next to some Class III and IV wetlands is a lucky chance to enhance them. But, ultimately, the purpose of this rezone is to protect more wetlands in rural areas.

My parents moved to a five acre property just outside of Gold Bar, WA, in 1993. A salmon-bearing stream goes through their property, which is about $\frac{3}{4}$ wetland. The wetland on their property is connected with extensive wetlands in the 100+ acre undeveloped property across the street, owned at one point rather ironically by a subsidiary of Eddie Bauer Inc. Those wetlands are all at least Category 2 if not Category 1 due to their large size and mature trees, since they have been undisturbed since a single logging probably a century ago. They also play a significant role in maintaining water quality and quantity in a salmon-bearing stream. Since about 2003 if not earlier, there has been constant pressure to clear, grade and build on the large property across the street. In fact the lot was partially logged about ten years ago in preparation for subdivision. Because this area is not served by a sewer district, the housing density would probably be around one house per acre due to septic field requirements. That sort of development, in that location, is a huge environmental impact on a higher quality wetland. And it is a huge environmental impact per person compared to a multistory apartment building. And then there are the environmental impacts of heating those large single family houses, commuting a long distance to and from those houses, and so on. Keeping this rural property, and many more like it, undeveloped is the primary motivation for the Growth Management Act. I estimate for the purpose of illustration that the 100 acre property could support 100 households or maybe 400 people. I imagine also that a multistory apartment building could support 400 people, walking distance from local amenities, a light rail station and extensive bus service.

It is time to set the stage to create communities with a far smaller footprint on the environment. And with mitigation and restoration, we can increase the size and quality of our local wetland remnants. We can grow them into relatively high functioning and accessible urban jewels. They would have more benefit to the environment and they would act as living classrooms and restful, safe urban retreats for hundreds, if not thousands of people. I'd even go so far to imagine that someday in the far future, the Paramount Open Space could become a protected but accessible centerpiece of new development, rather than a hidden and at times potentially unsafe open area accessed at the ends of a few dead-end residential streets and trails. The laws and policies related to future development are in place to ensure that happens going forward, especially with robust public support.

I look forward to the future of these urban wetlands. I realize there is no action on this report at this time, but I write in strong support of the Planning Commission eventually accepting the conclusions of the report and recommending that the rezoning will have a net positive effect on both parks overall. I look forward to commenting further and being able to attend meetings regarding this issue in person.

Thank you for your time.

Megan Kogut PhD

Response:

Comments are noted. The City has studied Alternative 4—Compact Community Hybrid in this FEIS. Alternative 4 proposes to retain existing single family zoning around the parks and open space areas in the subarea. If Alternative 4—Compact Community Hybrid is adopted, there would not be redevelopment on properties surrounding the wetlands and streams in the parks and open space areas, and as such, the opportunities mentioned to further delineate, protect, and improve these areas may not occur.

From: Sarah Cooke, PhD

Received: March 10, 2016

I have been asked to review the Wetland and Stream mapping and characterization performed by the City of Shoreline at Paramount Open Space.

As part of my review, I have examined the materials listed below as well as performed a site visit to examine various locations. The results of both are given below.

Documents Reviewed

- City of Shoreline. February 2016. 145th Street Subarea Planned Action, Addendum to the Draft Environmental Impact Statement.
- City of Shoreline. February 18, 2016. Additional Technical Assessments for the 145th Street Station Subarea Plan 6a. Wetlands Update LRSAP Staff Report. Including Memorandums from Otak on Wetlands and GeoEngineers on Geotechnical Assessment.
- Otak. Jan 2015. 145th Street Station Subarea Planned Action. Draft Environmental Impact Statement. Prepared for the City of Shoreline.
- R.W. Beck, Inc. July 2005. City of Shoreline Surface Water Master Plan. Prepared for the City of Shoreline, Wa.
- Seattle Public Utilities. 2000. Thornton Creek Watershed Characterization Report.
- Tetra Tech/KCM, Inc. May 2004. Thornton Creek Basin Characterization Report. Prepared for the City of Shoreline, Wa.
- Tetra Tech/KCM, Inc. May 2004. City of Shoreline Stream and Wetland Inventory and Assessment Appendices.

COMMENTS AND REVIEW OF THE REPORTS AND SITE VISIT

My comments below will be focused on the accuracy and deficiencies of the various reports listed above as they related to Paramount Open Space and the existing wetlands, streams, and overall critical areas found in the Park, including the downstream receiving waters of

Thornton Creek. I also anticipate commenting on the Twin Ponds critical areas survey and how the rezone will affect this critical area, but the City's wetlands assessment is not yet ready so my comments on this will be reserved for a later date.

My main emphasis was to determine both in these reports and in the field:

1. The accuracy of the Wetland Mapping and Rating by Otak in 2015.
2. The accuracy of the Stream Mapping within and adjacent to Paramount Open Space by Otak in 2015
3. The need to protect the streams and wetlands in Paramount Open Space based on recommendations from the City's Surface Water Master Plan (R.W. Beck 2005) and the 145th Street Station Subarea Planned Action (Otak 2105)
4. Soils and Geologic Mapping accuracy within and adjacent to Paramount Open Space and the implications of the soils and geology deposits on their potential to affect the wetlands and streams of Paramount Open Space and Thornton Creek as a result of the proposed high density residential development.

It should be noted that the Growth Management Act (GMA) requires that counties and cities utilize Best Available Science (BAS) in developing policies and regulations to protect the functions and values of critical areas. All ensuing studies and policies must take BAS into consideration before any activities are undertaken in critical areas that might affect their integrity, functions, and values. It is in light of this that I performed the review given below.

1. The accuracy of the wetland mapping and rating by Otak in 2015 (and how it compares to previous wetland inventories documented in the City's own database).

In their wetland inventory included in the Thornton Creek Basin Report (May 2004), Tetra Tech identified the drainage and sub-drainage basins in the Thornton Creek Watershed, including Paramount Open Space (Figures 1 and 3). This includes wetlands and streams as mapped in Figure 5.

In the 2000 and 2004 Thornton Creek reports by the City of Seattle and Tetra Tech for the City of Shoreline including a wetlands inventory (Appendix B, May 2004), and the City's own GIS database (Shoreline online GIS Mapper) all quote the wetland acreage to be approximately 6.9 acres of forested, shrub, and emergent wetlands in two large wetlands (Appendix B, 2004 Thornton Creek Characterization Report, Table 1). The reconnaissance performed by Otak (City staff report and Otak Memorandum (January 2016) found seven smaller discrete wetlands for a total of only 1.97 acres (Figure 6- yellow and red polygons, Figure 7 detailed map of the reconnaissance). They show no wetlands in the southern part of the Park in the restored area, while we found many stream-associated wetlands in this part of the park, (Figure 6 arrows showing where additional wetland was found; Figure 8 photo map and Photos 21-25). We also found more wetland in the northeast corner of the Park and associated residences that are not shown on the Otak map (Figure 6 arrows showing where additional

wetland was found; Figure 8 photo map and Photos 1-10). And more wetland in the central part of the park between Wetland F and Wetland C such that these two wetlands are actually one wetland system (Photos P1, P2, P18, and P19). Additionally, many of the residences on the east side of the Park along 12th Avenue NE had wetland continuing into their western back yards abutting the Park (Figure 6 arrows showing where additional wetland was found; Figure 8 photo map and Photos 12-20). Much of this area was also not included as wetlands mapped by Otak. Approximate GPS locations of wetlands found during our February reconnaissance are shown on Figure 8 where the photo pins are located and on Figure 6 where the arrow points indicate locations where both photos and GPS points were taken in areas that were wetlands.. The arrows shown on Map 6 do not show a formal delineation map. It is indicating areas that met wetland criteria and which were not identified on the Otak map as being wetland. A word about the photos included: The photos show characteristics about the ground conditions - either the vegetation prevalent (which is usually wetland species for the wetland shots) or the soils conditions (again showing wetland soils), or standing water indicating the area has wetland hydrology. When the shots are of upland they indicate this.

The Otak reconnaissance wetland map is also displayed as a layer on the City's Wetland map as a layer that is shown as either a blue or yellow polygon/series of polygons on Figure 6. as the with Wetland 111 having a much reduced footprint of wetland WL-1 and the red pattern with a much reduced footprint over the previous delineation also shown as the blue shaded pattern on Figure 6.

The wetland ratings listed in the Otak reconnaissance from August and September 2015 were all listed as Category III and IV wetlands (see table at top of Figure 7), while the City's wetland inventory reports 4 Category (type) II wetlands and 5 category (type) III wetlands within the Park and three Category (type) II wetlands and 1 Category (type) III wetland just adjacent to the Park. While I did not rate the wetlands during my site evaluation it should be noted that I sat on the team that developed the 1992 wetland rating and I was a technical reviewer and taught the method for the Department of Ecology for the subsequent version (2004 updated in 2008) used for this analysis and I find it unlikely that some of the forested wetlands I saw out in the Park would be less than a Category II wetland rating. The rating should be revisited when a formal delineation is performed because the buffer widths proposed could possibly change as a result of the ratings changing from a Category III to a Category II wetland. This would obviously affect the development footprint on the lots just adjacent to, or including the wetlands that would be a Category II type. The buffer widths assigned to the Wetlands identified varied from 105 to 165 feet for the forested systems. According to that designated by Otak. Since Category II wetlands under Shoreline Municipal Code (20.80.330 9City of Shoreline, 2016) are assigned the same buffer widths as those assigned for Category III wetlands the width would not have changed unless the scoring for habitat on the data sheets changes. However, changes to the wetland boundary could significantly change the amount of developable land that would be available on the lots along 12th Avenue NE.

The two ponds and associated Wetland WL-F on Figure 5 were enhanced and/or constructed by local volunteers under a Water Quality Block Grant awarded by King county Department of Natural Resources prior to the 2004 basin characterization report. These areas are now

well established and the plantings installed back in the early 2000's are now well established. Photos on photo sheet 6 of the attached photos show some examples of this area.

3. The accuracy of the Stream Mapping within and adjacent to Paramount Open Space by Otak in 2015

In the 2000 and 2004 Thornton Creek reports by the City of Seattle and Tetra Tech for the City of Shoreline including stream inventory (Appendix A May 2004), and the City's own GIS database (Shoreline online GIS Mapper) all show the streams to be mapped as shown on Figures 5 and on Figure 6, (the overall outline including both the blue and black segments). Figure 6 also shows the seam/creek reconnaissance identified by Otak in their December 2015 reconnaissance as the blue segments with the detailed stream reconnaissance shown on Figure 7.

The drainages (streams and creeks) mapped in the Park by Otak (Figures 6 and 7) include some omissions that have been added back as the black lines on the City's GIS database (Figure 6). We observed these creeks/drainages are still present when we performed our reconnaissance on January 29th, 2016 (Photos PB, P9, P11, P17, P20, P23, P24, P21, and P25). Little Creek is the main tributary to Thornton Creek through the park but there are many other tributaries, wetlands, ponds and connecting channels that are also present (See Figures 5 and 6). Some of the channels are now piped, especially the main channel that passes through a culvert under the gravel road that bisects the Park from north to south (photo P17).

Little Creek (Subbasin TC-C - Figure 3) flows through Paramount Open Space through segment TC14 mapped on Figure 5 as a tributary to Thornton Creek. The aerial photograph evidence documented in the City's Thornton Creek Characterization Report states that it flowed to Jackson Park in an open stream prior to the 1940's (Tetra Tech 2004). Much of this Creek has been piped from residences west of NE 174th Street and 14th Ave NE with another tributary that is now also flowing from a culvert. Beginning at 12th Ave NE, the creek (Figures 5 and 6) come out of a pipe and flow west to the Park and then jog south where the tributary splits into two. The western arm, which is the main channel of Little Creek, flows through Wetland WL-1 (2004 inventory, Figure 5) and a drainage tract with landscaping; and the eastern arm flows through on the edge of Wetland WL-L and through Wetland WL-F (also Figure 5 where it enters the pond and wetland enhancement area identified above supplying the wetlands, seeps back into the second pond via small channels described above and then flows west into the main channel of Little Creek. The stream through the Park is generally still in good condition with sufficient bank vegetation and sparse armoring and fair pool frequency. Gravel and quarry spall is present in the south end of the reach but overall this segment is the ONLY one of the three segments of Thornton Creek within the City of Shoreline that was given a "fair" rating when assessed (Tetra Tech 2005). It is imperative that the City do all it can to maintain the integrity of these tributaries should the new zoning become reality. Increasing residence density on the east side of the Park would be in the direct path of many of these channels and no additional piping should be

allowed. It should be noted that the DEIS states that Littles Creek lies mile from the Proposed Light Rail Station, but actually it is only % of a mile.

4. The need to protect the streams and wetlands in Paramount Open Space based on recommendations from the City's Surface Water Master Plan (R.W. Beck 2005) and the 145th Street Station Subarea Planned Action (Otak 2105).

In 2004 the drainage study evaluated the total impervious areas in subdrainage TC-C to be 45 percent (Tetra-Tech, Thornton Creek Characterization Report, Figure 3). The future build-out of the subdrainage projected an increase to 50 percent impervious if the zoning stayed the same at R-6. Changes from a R-6 zoning to the proposed MUR-30 and MUR40 and MUR 70 proposed adjacent to the Park will increase the amount of impervious surface up to 90 percent with the equivalent of 48 units/acre and 75 percent with 18 units per acre (Tetra Tech 2005 Table 2-3). This increased impervious surface would be associated with increase surface flow in streams post-storm event. The Tetra Tech report also states that it could "result in flooding and destroy aquatic and riparian habitat by eroding banks, and removing the riparian (stream-adjacent) vegetation".

The DEIS states the stormwater runoff (analysis) is only very preliminary: "The analysis of change in peak discharge was for DEIS planning purposes only and does not reflect actual expected post-redevelopment conditions". How does the City expect to vote on this rezone with no real idea of what may occur as a result of the proposed changes?

5. Soils and Geologic Mapping accuracy within and adjacent to Paramount Open Space and the implications of the soils and geology deposits on their potential to affect the wetlands and streams of Paramount Open Space and Thornton Creek as a result of the proposed high density residential development.

Paramount Open Space and the area directly to the south have been mapped as being underlain by Esperence Sands and Younger Alluvium (Tetra Tech 2004). It is the only area in the entire Shoreline part of the basin with Younger Alluvium. It seems likely that the young alluvium mapped is recent sediment deposited as the basin became developed. This means that this area is unstable and prone to erosion when the soils are disturbed. There is certainly the expectation that new development would add additional sediment to this area, which could pose a problem to the streams and creeks in the area and also for the water quality of Thornton Creek in the downstream receiving waters.

There is no way to verify this independently through NRCS soils maps since there is no soils mapping available through the regular sources for the City. Extensive research online (NRSC soils mapper), in the City's database (GIS Mapper), and in the King County hard copy soils mapping (Snyder, Gale, and Pringle. 1973, Soil Survey of the King County Area) have yielded no soils data for the City, including the Park and adjacent properties. This is all the more reason why the City should have done some preliminary soils evaluations for this area.

The City's analysis of the soils and the peat deposits in and nearby to the Park identified "that high groundwater or peat conditions exist in some of the areas near Paramount Open Space and Twin Ponds Park". Unfortunately the City's consultant only viewed the study from the perspective of how difficult it will be to build over the peat soils (Otak, January 2016).

"Redevelopment of properties with peat-laden soils, high groundwater, and soils subject to liquefaction and the required engineering treatments and mitigations to address these conditions typically would be more expensive than redevelopment of properties without these conditions."

The study done by Otak did not include an analysis of what the impact would be to groundwater and groundwater recharge if the peat soils were removed or compacted. This is a huge error on the City's part because construction that disrupted these soil deposits could cause dewatering of the wetlands and/or streams in the Park. There is NO discussion of this aspect of the problem anywhere in the DEIS or Staff reports. The geotechnical report only includes borings outside of the areas that would be of interest from a wetland and stream dewatering perspective.

Discussion.

If the City is waiting for redevelopment projects to perform site-specific geotechnical and wetlands studies, how do they propose they can make decisions on whether or not the rezone is even feasible or desirable now?

The City has failed to accurately map the wetlands within - and adjacent to, the Park so that potential impacts to critical areas (wetlands, streams, liquefaction zones) as a result of converting the single family residences to high density multi-family units, is great. I can guarantee, based on my site visit, that there are more wetlands along the eastern and southwestern sides of the Park that were NOT included in the Otak reconnaissance. At the very least the older on-record 6.9 - acre delineation should be used by the City when evaluating the rezone. It would be more accurate for a new delineation to be done, (and not in August at the driest time of year) at least along the eastern edge of the Park. At the very least, this should include the lots along the western edge of 1st Ave NE, including Lots (Figure 6): 15104 south to 1113 and lots 1117, 1123, 112014849, 1123, 14829, 14823, 14815, 14811, 14729, 14721, 14719, 14721, 14534, and 14528, (Figure 6). It would also be important to assess the channel that is aligned with the back of Lots 14652, 14646, 14640, 14634, 14612, 14604, 1460?, 93?, and 927.

Failure to map the Soils and Geology in the Paramount Open Space area and also to include an analysis on these features in the potential impacts that could occur as a result of the rezone, is a huge problem with the City's ability to develop an informed decision about the potential impacts that may occur as a result of the rezone. The City cannot wait till a "future time" to do these studies. As discussed above,

there are known peat deposits and high groundwater conditions in and around Paramount Open Space though the extent and exact location are not known. It is a well accepted fact that soil compaction in peat soils and paving (impervious surface) reduces infiltration and storage capacity of soils, which in turn lessens groundwater recharge and base flow in streams. It would be very detrimental to the wetlands within and adjacent to the Park as well as the water quality and the hydrologic regime of Thornton Creek through the Park and downstream. This is coupled by the fact that nowhere in any of the preliminary analyses did the City or their consultant look at the problem of peat soils and high groundwater with respect to dewatering the wetlands and streams. They only looked at the cost of constructing developments under these conditions. This is a huge error, and one that will result in unavoidable adverse impacts to critical areas within and adjacent to the Park.

There are numerous small tributaries throughout Paramount Open Space that are fed by this groundwater base flow. Any reduction in the buffer width allowed adjacent to the streams, or piping of the streams/drainages as a result of allowing higher density development; will in-turn reduce the base flow feeding these tributaries and subsequently Thornton Creek.

Additionally, increased surface flow in streams as a result of increased impervious surface and less infiltration post-storm event can cause flooding and destroy aquatic and riparian habitat by eroding banks, incising the stream within the banks, and removing the riparian (stream-adjacent) vegetation. It can also cause a situation where rainfall exceeds infiltration and more water is carried in the streams and creeks then they can accommodate increasing the bank erosion/failure and creek channel incision. Development that occurs in conjunction with increased impervious surface and decreased buffer widths are KNOWN to cause increases in peak flows and runoff volumes downstream. It is clear that the City has NOT evaluated the repercussions of the changes that will occur if the neighborhood surrounding Paramount Open Space goes from single family residences to more multi-family residences with reduced buffers adjacent to the creeks and the wetlands. It is precisely at the time when you increase the number of units and people that you need to INCREASE the buffer widths to afford sufficient protection of the wetlands and Creeks and downstream receiving water quality for salmonids and other resident fish. Yet, the City is proposing to decrease the buffer widths? This makes no ecological sense and greatly increases the chances of catastrophic stream degradation; resulting in removal of riparian vegetation, channel incision causing dewatering of stream-adjacent wetlands, and flooding of adjacent properties that are already saturated and flood-prone during the winter. The City's Failure to correctly delineate the wetlands, creeks, and soils and model the effects of the increased impervious area will only exacerbate these issues.

Add to these projections the apparent change in climate and possible increase in rainfall (from Cliff Mass's blog from 3/1/16):

"At 1 PM today [March 1st], Seattle weather history was made. Seattle has received enough precipitation since October 1 to make it the wettest winter in Seattle history. The water year starts on October 1 and this makes a lot of sense here in the Northwest, since our

summers are very dry and the real rain usually does not begin until mid to late October. October 1-March 1 encompasses our meteorological winter and is not an arbitrary period. "

And the problem of increased stream volume, flooding, bank erosion and failure and washing away of the riparian vegetation increases in severity. It is imperative that any projections of the effects of increased impervious surface in the sub-basin used for evaluating the potential impacts of changing the zoning, have to include climate change in the model.

There is little mention of Low Impact Design (LID) proposals included in the DEIS analysis which could help mitigate some of the increased density and impervious surface experienced in a higher density land use as proposed. These alternatives would be more expensive and unless required by the City would likely not be used by potential developers.

The Paramount Open Space Open Space and the adjacent neighborhood to the east is the largest remaining wetland area in Shoreline and the Thornton Creek Watershed (Tetra Tech 2004 and City of Seattle 2000). The overall wetland area has been mapped previously at approximately 6.9 acres. Little Creek and the many tributaries in the Park constitute a relatively healthy riparian corridor. The Park has undergone many assaults over the years and there are certainly many areas that are invaded by weedy species, but with the restoration activity that has occurred in the southern half of the park, the Park is still a beautiful and healthy natural area. Historic habitat loss in the buffer areas surrounding the wetlands and streams in the Park is also problematic. There is upland area in the northwest corner of the park but upland habitat is at a premium in the Park. The buffer of the wetlands east of the Park is currently a large percentage of the available upland habitat in the area. Reducing the buffer widths in this area and allowing for high density construction along his edge of the large wetland system would be very detrimental to the backyard habitats and tree canopy that are now providing relatively high quality habitat for local bird and insect life.

And finally, "Since the Thornton Creek Basin within the City of Shoreline is the headwaters of the entire Thornton Creek Basin, the high percentage of impervious surface will affect the entire downstream watershed (Tetra Tech 2004)".

One of the options mentioned in the Agenda 6a LRSAP staff report is to "amend one of the potential zoning scenarios to exclude land near Paramount Open Space Open Space or Twin Ponds park from rezoning." This appears to be a much smarter alternative than opening the City to a series of expenses for studies and mitigation for preserving the integrity of the creeks and wetlands from the highly probably impacts of high density development and reduced buffers.

Please feel free to contact me if you have any questions regarding this review.

Sarah Spear Cooke

Professional Wetland Scientist and Fellow, Society of Wetland Scientists

Response:

Comments are noted. A number of issues raised are discussed in more detail in the “Common themes of DEIS Addendum comments” earlier in this section of the FEIS. Specifically, concerns regarding the accuracy of the 2015 Wetlands and Streams Assessment and related mapping, the size of the Paramount Open Space wetland, and potential effects to habitat are addressed in the common themes responses. Additional information has been added to the FEIS regarding existing soils, as well as subsurface and groundwater conditions. References to Washington State Department of Ecology stormwater management regulations and City of Shoreline critical areas regulations also have been re-emphasized and expanded in the FEIS. Under these regulations, redevelopment projects must control hydrologic flows, protect water quality, and preserve habitat.

Regarding your comment that the analysis of change in peak discharge was for DEIS planning purposes only and did not reflect actual expected post-redevelopment conditions, this has been addressed in the FEIS to clarify that the stormwater analysis calculates potential *unmitigated* surface water runoff (peak discharge) for the redevelopment alternatives, which is a conservative approach because redevelopment would be required to mitigate and control flows. As such “actual expected post-redevelopment conditions” would be expected to be mitigation of excess runoff through surface water management, green stormwater infrastructure, and low impact development techniques implemented with each project.

From: Cathy Aldrich

Received: March 16, 2016

Dear Council,

This is regarding the September 17 meeting of the Planning Commission, I have a prior commitment so cannot make my voice heard at the meeting. I live just above the Paramount Park wetland in the area being considered for rezoning. I also read through the complete EIS that the City commissioned, which seems to imply that any development will not have an impact upon the wetland area. This premise should be called into question since the maps of the proposed rezone area actually show housing being built in areas that the EIS deems to be buffer zones.

If the housing that is currently on site is deemed to be encroaching upon the margins of the wetland area, how in the world would rezoning for mixed use, and allowing building on these same lots *not* encroach? Not only that, the likelihood of a large influx of new residents caring as much for the park area as the current residents do would also be questionable. Those of us who live in this neighborhood know we have a gem and we take good care of this important resource.

The residents, quite the contrary to the EIS, know this to be an important, if small, ecologically viable drainage system that attracts a large variety of birds and wildlife. In my own yard I have identified close to 50 different species of birds, attracted by the Paramount Park wetland area.

The needs of developers should not take precedent over saving the few, small pockets of wetlands that remain in our area. If anything, the City should look to expand those wetlands for the sake of any future residents, not build the areas up just because of what *might* happen years in the future, even with the inevitable arrival of light rail.

Thank you for your time.

Cathy Aldrich

Shoreline WA

Response:

Comments are noted. Refer to the responses to “Common themes of DEIS Addendum comments” earlier in this section of the FEIS. The FEIS contains additional detail regarding Washington State Department of Ecology surface water management regulations and City of Shoreline critical areas regulations. Under these regulations, redevelopment projects must control hydrologic flows, protect water quality, and preserve habitat. The FEIS analyzes a new alternative, Alternative 4—Compact Community Hybrid, which retains areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park in single-family (R-6) zoning.

From: Shoreline Preservation Society

Received: March 17, 2016

I represent the Shoreline Preservation Society, a local non-profit working to preserve our environmental and historical resources throughout Shoreline, and we request Legal Standing and Party of Record Status on this matter. We ask that all materials, reports and comment made in this matter be incorporated by reference into the record.

We believe there is a likelihood of severe and significant impact to the environment as a result of the inadequacies of this DEIS Addendum, which cannot be mitigated unless it is corrected.

This Addendum to the DEIS is an important matter, and we are glad extra attention is being paid to the two major wetlands within the 145th Station Subarea. However, we have serious concerns about this report, especially the lack of adequate detail and inaccuracies presented as facts.

Paramount Park Open Space is an extraordinarily special place, which deserves extraordinary attention and protection. Neighbors here, groups I have been involved with have sought to highlight the assets here and to preserve and restore the environmental values it offers. Since 1989, we have expanded the park, fought to protect adjacent resources, and worked on many grant projects. In 1998, a group I was connected with carried out a major wetland enhancement project there, which removed fill dirt and recreated two ponds, which serve as water quality and wildlife habitat features. This and a subsequent project a few years later, were funded by grants from King County and the City of Shoreline. We worked with hundreds of volunteers, planted hundreds of native plants, created trails we installed educational signage and brought many groups to visit.

Wildlife habitat and native plants here are extraordinary and must be protected and enhanced.

At that time, the Army Corps had given the area an overall 6.9 acre designation as a wetland. Because the lands have been altered so many times, it is nearly impossible to ascertain what part of the original wetland remains. The fact is that there is clearly a very high water table and wetlands that emerge throughout the park. There are many channels of creek, and steep slopes surrounding the park. Some are in the Park and some are in the surrounding edges and buffers. Not all of the areas that are sensitive are adequately protected either by City ownership or by codes.

Now the Addendum to the DEIS, has put forward maps and reports that do not really clarify anything. Instead the report has minimized the size of the wetland. Those of us who have explored the park thoroughly know there are many, many places that are wetland or buffer or steep slopes, which are not clarified on these maps and in the report.

The aim of this report seems to have been to find every possible way to allow increased density next to the park and reducing the buffers rather than fulfilling the duty of the City, which should be to protect and defend these important wetlands. The report actually has major errors, such as creek channels in the wrong place, or missing entirely. Important wetland sections are also entirely missed. It makes little if any mention of the steep slopes surrounding it or the extraordinary nature of this wetland. Rather it makes it out to be a degraded place of little value and the creeks and wetlands are downgraded.

When asked for background data that was used to create the report, we were told there was none and that this was merely a "reconnaissance report" and therefore didn't need any scientific data to back it up! That has to be very the flimsiest possible basis Addendum to an EIS, done in the name of the taxpayers of Shoreline.

We have hired noted Wetland Biologist, Sarah Cook of Cooke Scientific to review the report. She has found many deficiencies in it. We ask the Commission to study her report and read it carefully and consider the implications of using an inaccurate and incomplete study as a basis for the Addendum to the DEIS. All of the work that goes forward from this report and decisions that will be made about the future of this entire area, the impacts to the ecosystem and watershed you are charged with protecting, depend upon accurate information based upon professional standards.

We suggest that the Commission direct staff to go back and do a more thorough study that truly takes into account the impacts to the neighborhood, the watershed and the community's future. Paramount Park Open Space is too important as future Park space but also as a vital wetland and repository for drainage. These wetlands do crucial work retaining floodwaters, and ground water to feed the stream in dry times. It will take the brunt of any major density increase unless extreme care is taken to protect it for future generations. There is just too much at stake for this ecosystem and community to give it short shrift.

We believe that options for protecting, mitigating and improving the park and wetland should be included such as LID techniques, replacing illegal culverts, uncovering other filled wetland areas, improved trails and native plant replacement projects should be a part of this report, not just suggestions on how to build next to wetlands or in liquefaction zones.

We ask that you do everything in your power to protect this open space and these critical areas.

Thank you for your attention to this important matter.

Janet Way
Shoreline Preservation Society

Response:

Comments are noted. Please refer to the responses above to "Common themes of DEIS Addendum comments" earlier in this section of the FEIS. Specifically, regarding the accuracy of the 2015 Wetlands and Streams Assessment and related mapping, the size of the Paramount Open Space wetland, and potential effects to habitat are addressed in the common themes responses.

References to Washington State Department of Ecology stormwater management regulations and City of Shoreline critical areas regulations have been re-emphasized and expanded in the FEIS. Under these regulations, redevelopment projects must control hydrologic flows, protect water quality, and preserve habitat. All public park and open space areas would be retained and protected with implementation of any of the action alternatives. The FEIS analyzes a new alternative, Alternative 4—Compact Community Hybrid, which retains areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park in single-family (R-6) zoning.

From: Cory Secrist, PhD and Heather Secrist, PhD

Received: March 21, 2016

In regards to the Addendum to the 145th Street DEIS, we would like to strongly encourage the city to protect the Paramount and Twin Ponds Parks. It is our impression that the recent approach to development around these areas is trying to assess how much the wetland boundaries can be encroached upon by development before damage is done to the wetlands. We would like to encourage the planning commission and the city council to consider taking this a step further in protection of these wetlands by asking not only "how can we prevent damage," but to also ask "how can we ensure that these wetlands thrive for years to come?"

These parks are important for both commercial and environmental reasons. The parks are beautiful. They were part of the reason that my wife and I bought a home in Shoreline in the adjoining Ridgecrest neighborhood. Though our own concerns are not for increasing density, we know that many of the council members want to increase Shoreline's density, and with that motivation these parks should be considered as an important part of the draw to this neighborhood for potential new residents. At the same time, these parks are also important wetland areas, which is something we do personally care about. They help mitigate storm water and aid in providing clean water and clean air. Paramount Park includes Little's Creek, which is a tributary of Thornton Creek. There is also a creek that runs from the north side of Twin Ponds park, and historically one wetland area of the ponds was dried up and killed off when the Aegis Retirement Homes were developed across the street without proper environmental protections put into place. We do not want this to happen again to either the Twin Ponds or the Paramount wetland areas.

As such, we are suggesting that the current R-6 zoning surrounding these areas remain in place to avoid further tampering with these sensitive wetland areas. New development means more concrete and less pervious soil for the flow of storm water. This can lead to dried up wetlands and flooding.

Please consider the multiple sources of information available to you beyond the recent Otak report. The Shoreline Preservation Society recently ran an independent survey of Paramount Park, and the city has done more rigorous analyses of these areas in the past that should also all be given consideration, particularly since the science appears to be stronger in some of these latter mentioned sources of wetland evaluation.

Please preserve and even work to enhance and expand our parks and wetland areas. They are important to our neighborhood's health, recreation, attractiveness, and livability. Thank you for your consideration.

Cory Secrist, PhD

Heather Elise Murphy Secrist, PhD

Response:

Comments are noted. Please refer to the responses above to “Common themes of DEIS Addendum comments” earlier in this section of the FEIS. References to Washington State Department of Ecology stormwater management regulations and City of Shoreline critical areas regulations have been re-emphasized and expanded in the FEIS. Under these regulations, redevelopment projects must control hydrologic flows, protect water quality, and preserve habitat. Unlike past development in the subarea, which did lead to interruptions in surface and groundwater flows, new redevelopment would need to control flows and protect the hydrologic regime of surrounding critical areas. All public park and open space areas would be retained and protected with implementation of any of the action alternatives. The FEIS analyzes a new alternative, Alternative 4—Compact Community Hybrid, which retains areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park in single-family (R-6) zoning.

From: Shoreline Preservation Society, c/o Janet Way

Received: March 21, 2016

Dear Planning Commission and Mr Szafran:

Please accept our additional comments on the Addendum to the 145th DEIS and Subarea.

Planned Action Ordinance

We wish to point out that one crucial aspect of the City’s plans will have an additional negative impact to the environment. That is the proposal to pass another Planned Action Ordinance as was done on the 185th Subarea. The reason this would be particularly detrimental is

that because there are so many sensitive or critical areas such as wetlands, creeks and steep slopes in the 145th Light Rail Station Area, they are at risk because of the way the City is going about the EIS and Subarea planning effort.

The City proposes to use the Planned Action Ordinance as an overall statute allowing development to go forward without any further input from the public. The staff state repeatedly that any particular environmental issues such as wetlands on or near properties with development proposals would be protected by further environmental review conducted by the City and individual developers. But unfortunately, there would be no notice, no comment period and no potential for appeal for any members of the public who wish to provide information about particular sites proposed for development. Frequently with input from the public, the staff are made aware of special circumstances on a site, such as a wetland, a buffer, a easement, or a traffic or infrastructure detail that has been unknown to the City or developer. Because each site is unique, especially the ones surrounding the three major parks in the 145th Rezone area, it is highly valuable for planning staff to include this input from the public in determining environmental impacts of a particular development.

But none of this would be possible because the Planned Action Ordinance prevents any input from knowledgeable members of the community.

Therefore, we respectfully suggest that the Planning Commission should pass whatever Subarea zoning they intend to WITHOUT a Planned Action Ordinance. You could require instead a SEPA process for any of these newly zoned properties. Also, if Phasing is used and Phase I is confined to areas around to Stations within say a two-block section, for instance, that Phase I should have a 20-year timeline. That way the City could reasonably observe the progress of that Phased Zone and how it is actually affected by the traffic and any development that does occur there. We recommend keeping the areas adjacent to the parks at R-6 for that first Phase. Perhaps some of the areas in between could be denser. But, by and large this would prevent the unintended consequences of a rush to upzone the sensitive areas around the parks. The many wetlands could be adversely affected by dewatering or diversion of water sources, as happened at the Aegis site with Peverly Pond, which has disappeared.

We also think it is important to point out that the Planned Action Ordinance is a particularly clumsy tool, normally conceived as a way for cities to work with one or two major developers in a defined area. Instead in this case, it is being used not to thoroughly plan on a project level, but is completely avoiding specific details that should be included in the EIS to understand the actual environmental impacts of any developments within these huge rezone areas. And, one of the worst aspects is that any member of the public, who normally would have a right to notice and to comment on proposed developments in their neighborhood, would be completely excluded. This is not good planning and it is not good public policy. The Addendum to the DEIS is proof of this problem. It has been admitted already by staff and even OTAK that the review was not based on Best Available Science, Data or even fact. It has been admitted to be just a cursory overview of some aspects of the Parks. The Twin Ponds wetland delineation is not even completed yet. The previous City documents such as the 2004

Thornton Creek Characterization Study are not even included, though it is much more thorough. Clearly, more information is needed to inform this DEIS process before any decision to move forward is made.

Parks and Open Space

We believe that the Preferred Alternative being currently proposed is again too much development, too soon without an appropriate level of planning for our Parks and Open Space needs. The impacts of Upzoning around these three major parks has not been fully analyzed. How would these parks be affected by taller buildings surrounding them? How would height, bulk and scale impact these parks? How would additional shading affect them, their recreational value and the wildlife areas within? How much Open Space and recreation is required for the expected increase in population? How would the Upzoning and population increases affect local schools? The Shoreline School District has expressed concern about their capacity to handle the increased school aged family size increase and how it would affect their ability to accommodate these new students. They have warned that one of the most popular parks in the City, the Paramount School Park, which is owned by SSD, might have to be returned to use as a school property. How would that affect the hundreds of families and park users, including sports teams that utilize Paramount School Park?

Some sensitive areas surrounding the local parks need to be protected from the pressures to develop. Many of these properties are steep forested slopes, stream or wetland buffers. What are the plans on the Pro Parks initiatives? How much would it cost the City to acquire these sensitive areas to protect them? Has that been analyzed in this Addendum to the DEIS? We do not see much discussion of that in the Addendum to the DEIS

Trails and Bike/Ped Routes

Have the trails through Paramount Park or other parks been analyzed to determine what it might take to upgrade them for bike/ped pathways, possibly with boardwalks to protect sensitive areas, safety and possible lighting issues? The idea of a trail through Paramount Park has a lot of advantages as an additional option for Bike/Ped users to avoid 145th. Drainage is an important matter to consider with the “Greenways” that are included in the plans. Have LID techniques been included in analysis of this proposal for trails and paths with trees? What will it cost for the drainage and for tree planting? Will property acquisitions be considered as part of the “Greenways” planning? How much would that cost and what are the sources of potential revenue to pay for them? Have culverts that are connected been analyzed according to state law? Those must be considered to find ways to improve the watershed areas.

Traffic Impacts of Light Rail Station and 145th Corridor Proposals

There is a big potential problem with the process to move forward with Preferred Alternative on the Subarea, when the City has not yet completed its environmental review process on the 145th Corridor Study or the Light Rail Station design.

There has been no serious evaluation connected with this addendum or EIS of how traffic attracted to the Light Rail Station or 145th Corridor would impact or be impacted by Upzones and the Subarea Plans. How many buses would have to access Fifth NE hourly, daily, or weekly? How would cut-through traffic affect the neighborhood? How would excess parking affect the neighborhood? How will the added street lights affect traffic flow? How will additional density affect access to Light Rail and 145th? How will bus and auto traffic affect the I-5 bridge and how will changing the entrances and exits to I-5 change traffic patterns in the neighborhood? These are all important questions that will affect the subarea. How will the massive tree removal along I-5 for Light Rail impact air, water and sound quality in the neighborhood?

The intersection at Fifth NE and 145th is already dysfunctional. Even on recent Saturday and Sunday afternoons there is traffic backed up through two light changes. This is already unacceptable.

We also need to reiterate that the 145th Corridor project must include provision to replace the perched culvert under 145th by State and Federal law to reconnect fish passage on Littles Creek. Littles Creek is a major tributary of Thornton Creek and the current culvert is illegal.

If the EIS for the 145th Corridor Study is not to be completed for over a year from when Council selected a Preferred Choice, how can the 145th Subarea be planned and approved without adequate information?

Considering the facts that there is so much missing information to address the Addendum for the DEIS, we conclude that the Planning Commission must take a more thoughtful and reasonable approach. We ask that the Commission request more information be studied. Include the existing City documents that have already been done such as the 2004 Thornton Creek Watershed Characterization Report, the upcoming Twin Ponds Wetland Delineation and the 145th Corridor Study. We ask that these be included and that the Commission should delay making a recommendation to the Council until a more complete Addendum is provided.

Also, since a new version of the Planning Commission 145th Committee Preferred Alternative is being put forward and the community has not been notified of this revision, there is ample reason to extend the comment period until after these changes and information has been made available to the public and proper notice has gone out to surrounding communities.

We also strongly urge that the Planning Commission consider rejecting the proposal for a Planned Action Ordinance because it leaves too much to chance and there is too much environmental risk at stake. Instead we suggest imposing a SEPA review process that will provide proper oversight.

We also ask that the Commission consider concentrating on Phase I of the Subarea Upzone near the Light Rail Station, and delay the upzoning of Phase II for at least 20 years. That way you can keep the low scale R-6 zoning around the parks to prevent negative impacts and unintended consequences.

Finally, we strongly urge that a Critical Areas Overlay be included in the Subarea. This should be studied in the DEIS. But it would give an important extra layer of protection to these important sensitive and recreation areas.

Thank you for the opportunity to comment.

Sincerely,

Janet Way, President
Shoreline Preservation Society

Response:

Comments are noted. Regarding your comments on the DEIS Addendum, refer to the responses to “Common themes of DEIS Addendum comments” above. All public park and open space areas would be retained and protected with implementation of any of the action alternatives. The FEIS analyzes a new alternative, Alternative 4—Compact Community Hybrid, which retains areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park in single-family (R-6) zoning. You submitted comments on the DEIS in your letter above outside the comment period of the DEIS. However, please refer to the responses above to “Common themes of DEIS comments” earlier in this section of the FEIS for responses on the planned action ordinance, trails and bike/ped routes, traffic impacts, and other topics.

From: Thornton Creek Alliance c/o Ruth Williams

Received: March 21, 2016

Dear Ms. Markle:

This letter follows up comments that Thornton Creek Alliance submitted to you in an earlier letter on the NE 145th St. Station Subarea Plan on January 29, 2016, and related testimony that we provided at the Shoreline Planning Commission meeting on March 17, 2016. This letter identifies specific concerns that we have about the Draft Environmental Impact Statement for the plan, the Addendum to the DEIS

submitted by OTAK Inc. on January 29, 2016, and the Preferred Alternative that the Planning Commission may recommend for inclusion in the Final Environmental Impact Statement.

Draft Environmental Impact Statement

The DEIS certainly needed an addendum regarding environmental impacts. Chapter 3.5, on "Parks, Recreation, Open Space, Natural Areas and Priority Habitat Areas" is almost entirely focused on recreational needs for parkland. The analysis of habitat impacts essentially presumes that the critical area ordinance is sufficient to protect against all potential impacts of denser zoning. Despite the statement on page 3-185 that "Areas of urban forest are more vulnerable to potential impacts associated with redevelopment in the subarea," the DEIS provides no analysis of these impacts beside recounting the provisions of the City's critical area ordinance and referencing stormwater regulations, before concluding on page 3-188 that the development alternatives being reviewed would have "no significant unavoidable adverse impacts" to "open space...and sensitive natural areas and resources."

The Washington Department of Ecology is more skeptical about the ability of its own stormwater management regulations to protect against degradation:

Ecology understands that despite the application of appropriate practices and technologies identified in this manual, some degradation of urban and suburban receiving waters will continue, and some beneficial uses will continue to be impaired or lost due to new development. This is because land development, as practiced today, is incompatible with the achievement of sustainable ecosystems. Unless development methods are adopted that cause significantly less disruption of the hydrologic cycle, the cycle of new development followed by beneficial use impairments will continue. [Western Washington Stormwater Manual, Volume I, Minimum Technical Requirements, December 2014, p.1-24]

We would also point to the research of University of Washington Professor John Marzluff, whose book *Welcome to Suburbia: Sharing Our Neighborhoods with Wrens, Robins, Woodpeckers and Other Wildlife* summarizes decades of his and others' research, which points to the surprising conclusion that the highest diversity of birds can generally be found in suburban neighborhoods (with zoning no denser than the R-6 now in place in most of the 145 St. Subarea) adjacent to forested reserves (such as Paramount Open Space, South Woods, Hamlin Park and parts of Jackson Park). Diversity in these areas can be higher than in large, protected natural areas because collectively they provide more diverse habitats, the bird feeders and nesting boxes found in suburban gardens meet real needs of birds at different stages of their lives, and the tree canopy in traditional suburban neighborhoods extends the benefits of adjacent forested reserves. This is an aspect of urban and suburban development not accounted for by critical area regulations, which do not focus at this larger, landscape level.

OTAK Addendum

The Addendum to the DEIS provided by OTAK looks in much greater detail at the streams and wetlands in Paramount Open Space and Twin Ponds Park (although we believe the critique of the Addendum submitted to the City by Cooke Scientific on behalf of the Shoreline Preservation Society raises many valid points of concern about this detail). The Addendum continues to presume that critical area regulations are sufficient to protect habitat values even against much denser adjacent development, to the point that it argues that habitat values will see a net benefit from much denser development, since existing legal nonconforming uses would be replaced by new development that must be further away from streams and wetlands to comply with current regulations. Again, the Addendum does not consider larger landscape aspects of redevelopment, which would gradually replace the current matrix of suburban habitats in-between natural area reserves with more and more hardscape. This transformation would, according to Professor Marzluff's research, reduce the bird diversity found in both the developed landscape and the reserves, since many bird species regularly move between both.

We would also note that Figure AW-1 in OTAK's report, "Critical Areas - Paramount Park," does not, in fact, seem to substantiate the report's claim that there are currently structures actually located in the wetlands that extend out from the park. Certainly no houses appear to be in the wetlands. There are six houses along 12th Avenue Northeast that are within wetland buffers, but in five of these cases all or essentially all of the parcel is inside the buffer and in the other case far too little of the parcel is outside the buffer to be developable. This means that reasonable use requirements would almost certainly still allow redevelopment inside the buffer. Even at the parcel level, then (let alone the landscape level that OTAK ignores), the report is misleading at best, and mostly appears to be simply wrong regarding the impacts of redevelopment on habitat.

Preferred Alternative

As stated in our testimony on March 17, Thornton Creek Alliance recommends the following for the City's Preferred Alternative:

- The Compact Communities alternative, vs. Connected Corridors;
- A phased approach that focuses initial redevelopment closer to the Sound Transit station;
- Inclusion of the "Green Network" of pedestrian and bicycle pathways through the Subarea, at least to connect with and complement the Off Corridor Bicycle network ; and
- A Critical Areas Overlay (which would include buffers for steep slopes and geologically hazardous areas in addition to streams and wetlands), which would require that any new development under the updated zoning standards must be completely outside of critical areas and their buffers.

We also support Planning Commissioner Montero 's suggestion that the area immediately east of Paramount Open Space and south of Paramount Park be placed in the MUR-35 zone and be prioritized for future acquisitions that would better tie the two green spaces together. The undeveloped and completely forested parcel at 14729 12th Ave NE, immediately south of the City's street end at NE 148th St., is another obvious candidate for acquisition, especially since it includes substantial wetland areas.

Lastly, we want to reiterate our interest in the other recommendations made in our January 29 letter concerning preservation of vegetation, use of green infrastructure, restoration within Paramount Open Space, and requirements for wildlife-friendly features in new developments under the updated zoning.

Thank you for the opportunity to comment on the NE 145th rezone. If you have questions about our comments, please contact TCA board member John Lombard, at jlombardwriter@gmail.com or 206-788-6443.

Sincerely,

Ruth Williams

Response:

Comments are noted. Refer to the responses above to “Common themes of DEIS Addendum comments” earlier in this section of the FEIS. References to Washington State Department of Ecology stormwater management regulations and City of Shoreline critical areas regulations have been re-emphasized and expanded in the FEIS (see Chapter 3, Section 3.4). Under these regulations, redevelopment projects must control hydrologic flows, protect water quality, and preserve habitat. The City’s critical areas requirements also call for preserving trees and vegetation in critical areas, regardless of the zoning designation. All public park and open space areas would be retained and protected with implementation of any of the action alternatives. The FEIS analyzes a new alternative, Alternative 4—Compact Community Hybrid, which retains areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park in single-family (R-6) zoning.

Responses to Comments Submitted via Spoken Testimony on the DEIS Addendum by Individuals and Groups at the February 18, 2016 Planning Commission Meeting

Following are responses to comments submitted via spoken testimony at the February 18, 2016 Planning Commission meeting.

Janet Way, Shoreline Preservation Society

Requested that the society have legal standing and be part of the public record pertaining to this agenda item. She commented that Paramount Park is an extraordinary place; not a degraded place that has no value. There is nothing else like it in the entire watershed and/or City. She said she has lived next to Paramount Park since 1988, and she has been working on its restoration and protection since 1989. Many projects have been done at the park via various groups, such as the Paramount Park Neighborhood Group and the Shoreline Preservation Society. She provided photographs of Littles Creek, which used to be called a Class II Stream. Although fish have trouble getting there because of the perched culvert that goes over to Jackson Park, there is a history of cutthroat trout and Coho salmon, and the stream should not be classified as non-anadromous. She provided photographs and described the various restoration projects that have occurred in the wetland and meadow area using grant funding from both the City and the County. She also provided photographs of the wildlife and plant species that exist at Paramount Park and the culvert on Littles Creek that needs to be replaced as part of the rezone to resolve flooding issues and create a bicycle path.

Ms. Way said that although the 2000 Thornton Creek Watershed Characterization Report, which talks specifically about the wetlands at Paramount Park, was referenced in the study, she voiced concern that the study undervalues the wetland. She reminded the Commission that the Army Corps of Engineers designated the wetland's overall size as 6.5 acres, and the report reduces the size by about half. She commented that as per the CAO, the City should go above and beyond to protect, not reduce, wetland. As public stewards, she begged the Commissioners to do everything in their power to enhance the wetland, not degrade it.

Response:

Comments are noted. Refer to the responses above to "Common themes of DEIS Addendum comments" earlier in this section of the FEIS.

Yoshiko Saheki

Observed that the Staff Report makes the point that, *"If single-family properties were not rezoned or did not redevelop, these non-conforming uses would remain indefinitely, neither posing significant new adverse impacts to wetlands and streams, nor providing opportunities for restoration."* Although OTAK's report is about redevelopment, no statement was included to indicate that the current

zoning would provide no opportunities for restoration. She pointed out that homeowners could create raingardens, remove impervious patios and lawns, and plant native trees and vegetation, which are all good for the environment.

Ms. Saheki noted that in her summary, Ms. Roberts writes that if single-family zoning were to convert to mixed-use residential, *“critical areas could be further protected and enhanced through future redevelopment under rezoning.”* In addition, the technical assessment concludes that, *“redevelopment could create substantial opportunities for ecological improvements and enhancements that do not currently exist.”* She summarized her belief that a lot of things are possible, both with and without redevelopment. Further, protection and enhancement of critical areas is possible under the status quo, and restoration by current homeowners may even be more easily achieved than through redevelopment, which after rezoning, would require willing sellers, buyers and developers.

Ms. Saheki referred to the statement that, *“non-conforming uses could be removed from critical areas.”* In this case, the reference to non-conforming uses applies to single-family homes. She emphasized that removal of these non-conforming structures is a possibility and not a certainty. While everyone wants what is best for the environment, she reminded the Commission that they are talking about peoples’ homes. The slightest implication that the City is interested in removing homes will cause the plans to backfire no matter how well intentioned. If either of the zoning alternatives are adopted, most of the single-family development in the subarea will become non-conforming. To read that non-conforming uses could be removed does not encourage people who live in the subarea to embrace the proposed rezone. She suggested there are more respectful ways to say the same thing, and the word “removed” is a little harsh.

Response:

Comments are noted. More detail has been integrated into the FEIS related to the DEIS Addendum and critical areas protection requirements.

Dave Lange

Referred to Page 2 of the report, which discusses opportunities for restoration. He pointed out that Littles Creek is contained in the north/south pipe under 145th Street, which exits above the water level on the Jackson Park side. Re-drilling the pipe way for a larger diameter would provide an opportunity to change its shape and orientation down to the water level on the south side. Balancing restoration with handling stormwater should be the type of win/win the City looks for and writes up in its *CURRENTS* publication. He recalled that, at the last City Council meeting, it was pointed out that the Thornton Creek Basin was an early study that needs to be updated to address concerns that were addressed in later studies. He expressed his belief that not completing an update to the basin study before alternatives are selected may result in poorly-informed decisions.

Response:

Comments are noted. More detail has been integrated into the FEIS related to the DEIS Addendum and characteristics of the Thornton Creek Basin from previous studies. Refer to Chapter 3, Section 3.4.

Thomas Poitras

Recalled that a number of trees died last year as a result of the drought. He asked if the City has studied or intends to study the net effect of the new impervious surfaces. He does not see how ground water would be replenished in local areas if the land is covered with concrete.

Response:

Comments are noted. Refer to Chapter 3, Section 3.4 for a discussion of regulations that would apply to new development related to surface water management.

Chris Southwick

Reiterated that wetlands are nature's sponges. They filter water and provide erosion control and habitat for wildlife. It is important to retain as many wetlands as possible, and the effectiveness of a wetland is reduced whenever its size is reduced or infringed upon.

Response:

Comments are noted. Refer to Chapter 3, Section 3.4 for a discussion of the City of Shoreline's Critical Areas requirements and other regulations related to protection of wetlands.

Spoken Testimony on DEIS Addendum—March 3, 2016 Planning Commission Meeting**Janet Way, Shoreline Preservation Society**

Asked that the Commissioners take the Hippocratic oath, "First, do no harm." She questioned how the people who live within ½ mile of the 145th Street Station Subarea would benefit from the plan. She also asked the Commission to consider the following:

- The culvert under 145th Street for Little's Creek should be a very high priority. Her understanding is that State Law and agreements with the Tribes require that the culvert be replaced. It is supposed to be a salmon bearing stream, yet fish cannot currently get up it.
- The culvert for Thornton Creek should be improved by putting in baffles so the fish can navigate more easily.

- A number of issues identified in the wetland study for Littles Creek would also apply to the 145th Street Corridor. The buffer and liquefaction zone need to be considered as mitigation.
- Other environmental issues to consider include noise and vibrations.
- As she mentioned in a letter a few months ago, there is an opportunity to provide a bicycle path through Paramount Park, but it was not included in the plan. There are also opportunities to improve drainage in this location.
- Everything possible should be done to discourage bicycles on 145th Street. It will cost a lot of money to acquire the extra ROW, and the bikes can be accommodated more safely on other streets.
- There has been some discussion at the Council level of having a bicycle/pedestrian bridge at 147th Street. If another bridge is going to be built anyway, why not put it on 147th to avoid conflicts at the intersection of I-5 and 145th Street?
- The estimated increase in traffic of just 1.5% seems too low. The City needs to better analyze future traffic volumes with the thousands of additional residents anticipated as a result of the rezone.
- The transition to 5th Avenue NE is crucial. It will be a nightmare while it is being built, and it could also be a nightmare after it is finished.
- Safety should be the watchword. The 145th Street Corridor is not safe now, and if it is not planned properly, it will not be safe in the future. People have been hit and killed on the street, and it is important to change that.

Response:

Comments are noted.

Spoken Comments on the DEIS Addendum—March 17, 2016 Planning Commission Meeting**Wendy DiPeso**

Said she had to leave the meeting early and wanted to provide her comments regarding the potential zoning scenarios for the 145th Street State Subarea Plan. She recalled that the consultant's (Otak) report indicated that it is possible to engineer and do construction on top of peat and wetlands. She also heard that it is possible to engineer development on steep slopes but it is costly. Although it may be possible to do this type of development, she questioned if it is something the City wants to encourage. She expressed her belief that developers will not likely want to spend large amounts of money to engineer development within wetlands and buffers so it is not really necessary to rezone these areas as high-density. They will be interested in land that is more suitable for high-density development.

Ms. DiPeso questioned why the City found it necessary to hire Otak when they already have the Thornton Creek Basin Characterization Report, as well as other similar reports that are more comprehensive and detailed than the report provided by Otak. She suggested that the City did not like the answers provided in the information that was already available so they used taxpayer dollars to hire Otak to give them the answers they wanted. Regardless of whether or not this perception is accurate, that is how the public views these kinds of transactions.

Response:

Comments are noted. Refer to Chapter 3, Section 3.4 of the FEIS. The 2015 assessment of wetlands and streams completed by Otak, Inc. was focused on wetlands and streams on public property in the subarea and more limited in geography than the earlier 2004 Thornton Creek Basin Characterization Report. The 2015 assessment (encompassed in the DEIS Addendum) was preliminary and not a detailed delineation, which would be required later with redevelopment. The assessment was conducted to gain a more up-to-date understanding of potential wetlands, streams, and buffers on public properties in the subarea given that the 2004 basin characterization study references wetland delineation work from 1989. Information from both the DEIS Addendum and the 2004 basin characterization report have been integrated into Section 3.4 of the FEIS.

Nancy Morris

Asked the Commission to use caution and care, as well as a science-based assessment of Paramount Park before minimizing its importance and infringing upon its established borders for the sake of unchecked development. Years of dedicated volunteer work went into the park to restore its grounds and wetlands. She emphasized that wetlands are vital for clean water and wildlife habitat, and Paramount Park is one of the largest in Shoreline at 6.9 acres. She questioned why various streams and other aspects of the park were missed in the recent report done by Otak. It is disconcerting that the City already had detailed information but hired another outside firm to do a report.

Response:

Comments are noted. Refer to Chapter 3, Section 3.4 of the FEIS. The 2015 assessment of wetlands and streams completed by Otak, Inc. was focused on wetlands and streams on public property in the subarea and more limited in geography than the earlier 2004 Thornton Creek Basin Characterization Report. The 2015 assessment (encompassed in the DEIS Addendum) was preliminary and not a detailed delineation, which would be required later with redevelopment. The assessment was conducted to gain a more up-to-date understanding of potential wetlands, streams, and buffers on public properties in the subarea given that the 2004 basin characterization study references wetland delineation work from 1989. Information from both the DEIS Addendum and the 2004 basin characterization report have been integrated into Section 3.4 of the FEIS.

Yoshiko Saheki

Distributed a handout with “before and after” photos taken of a segment of 1st Avenue NE. The top image is the most recent aerial photo taken in 2012, and the lower was taken in 1999. She noted the southernmost portion of Twin Ponds Park on the left side of both images. She asked the Commission to consider retaining R-6 zoning for the private properties near critical areas in parks. She believes the status quo is in the best interest of public critical areas. The operative principle is the Critical Areas Ordinance (CAO), which would apply whether the properties are up zoned or not. Since the CAO applies to properties as single-family homes, it seems that public critical areas would be better protected without changes in zoning. She asked the Commissioners to consider what happened to a critical area after the construction of Aegis Assisted Living on 1st Avenue NE, as illustrated by the images. She acknowledged that the facility provides amenities to the general public and future density may bring other new amenities. However, Beverly Pond, a small body of water located on the east side of 1st Avenue NE, was lost when Aegis was developed. The pond through which Thornton Creek flowed has drained and is now a wetland instead of a pond. When it was a pond, there was a bridge on the western edge that was visible from the street, which gave some charm to the neighborhood. More importantly, what was an open body of water for Thornton Creek is gone.

Ms. Saheki noted that Aegis has buildings much larger than single-family homes and future structures under the new MUR zones will probably be similar in size and scale. While she recognized that the single-family homes near Twin Ponds Park could not be constructed based on the current CAO, the existing development allows the current wetlands and ponds to continue. Again, she asked the Commission to retain properties near public critical areas to remain as R-6 zoning.

Response:

Comments are noted. Alternative 4—Compact Community Hybrid retains areas adjacent to the parks in R-6 zoning and is studied in this FEIS.

John Lombard, Seattle

Said he was present to represent the Thornton Creek Alliance, which has members in both Shoreline and Seattle. He said the Alliance submitted a letter to the Community Development Director on January 29th, which was copied to the Commission and Council. His comments elaborate on the concerns contained in the letter, relating them to the DEIS and the addendum, as well as the choice of a preferred alternative. He referred to a book he authored titled, “Saving Puget Sound,” as well as a book titled, “Subirdia,” which was mentioned in the letter from John Marzluff, and a report by Don Norman that was attached to the list of bird species that have been found in Paramount Park and surrounding neighborhoods. He made the key point that wildlife benefits from natural reserves like Paramount Park, but they benefit much more if the surrounding areas compliment rather than conflict with the reserves. Both Professor Marzluff and Mr. Norman note that typical suburban residential development compliments reserves to the point that bird diversity can actually be

greater in those areas than you would find in some large, protected preserves. The bird feeders, nesting boxes, and forested canopy compliment and expand the area of trees and vegetation that the reserve, itself, provides. He voiced concern that this point is not recognized or even addressed in the DEIS or in the addendum. While the addendum looks at parcel-level improvements when non-conforming uses redevelop under new regulations, it does not address the larger landscape level issue that is central to the Alliance's concerns and is central to the research of Professor Marzluff and Mr. Norman.

Mr. Lombard said the Staff Report states that the EIS should evaluate the maximum possible impacts before a final decision is made that might actually reduce them. He expressed his belief that this statement is an accurate characterization of the Planning Commission's responsibility to recommend a preferred alternative that seriously considers possible modifications to alternatives that are in the DEIS. He said the Alliance supports the Compact Communities Alternative, with the critical areas overlay and with the understanding that, within the overlay, it would be appropriate to have more limited development. The Alliance would appreciate clarification as to the City's views of the implications of the critical areas overlay. The Alliance would prefer a phased approach and they support the Green Network, which was in the original DEIS proposal. The Alliance is unclear about the significance of staff's recommendation to replace the Green Network with the Off-Corridor Bicycle Network. They support trees and vegetation across corridors throughout the area rather than just focusing on bicycle traffic on the roads. There are fewer areas that are identified as connecting corridors in the Off-Corridor Bicycle Network as compared to the Green Network.

Mr. Lombard commented that Ms. Way would be sharing the results of a report done by Dr. Sarah Cook, which differs with the addendum as to the location, size and category of the wetlands found in Paramount Park and the surrounding area. The report also differs with the addendum in regards to stream locations, and she highlights the significance of soils and geology in the area, both for the actual developability of properties surrounding Paramount Park and for the impacts the development would have on streams, wetlands and habitat.

Response:

Comments are noted. Refer to the responses above to "Common themes of DEIS Addendum comments" earlier in this section of the FEIS.

Janet Way, Shoreline Preservation Society

Spoke representing the Shoreline Preservation Society. She requested that the Society have legal standing and become a party of record. She asked that all of her comments (previous, present and future) be adopted into the record by reference. Given the new addendum and potential changes, she also requested that the comment period be extended at least until the proposal has been presented to the City Council. She expressed her belief that the City needs to go back to the drawing board on the addendum. She presented the Commission

with a number of items, including a report by Dr. Sarah Cook. She also provided pages from the City's 2004 Characterization Report, which states quite clearly (Page 417) that, "Paramount Park (Paramount Open Space) between 10th and 12th Avenues NE, north of 145th Street is one of the largest wetlands in the City, at approximately 6.9 acres." She said she is curious why the new characterization report diminishes the wetland down to less than 2 acres. From listening to the consultants present the report, it appeared that the only reason for doing this was to increase the area available for redevelopment. She emphasized that it is the City and Planning Commission's job to protect, enhance and even expand the wetlands and open spaces. If more density is added around the station, the wetland will have to absorb a lot more runoff, pollution, etc.

Ms. Way commented that Paramount Open Space is an extraordinary place, and she invited Commissioners to visit. There is no other place like it in the entire watershed or in the City. It retains huge amounts of clean water, and it is a major headwater of Thornton and Little Creeks. It is also a vital wildlife corridor that provides clean air and clean water. Protecting and enhancing the wetlands and open space becomes even more important as density is increased. When the Commission gets to the point of making a recommendation on zoning, she asked that the areas around Paramount Open Space retain their current R-6 zoning. It will be a detriment to the City to allow development to occur right up to the wetlands. The Society and other groups have done an enormous amount of restoration and enhancement at the park, and there are more areas that need to be fixed. The City should go out of its way to protect it. She said her same comments would apply to the wetlands and streams in Twin Ponds Park, as well. She emphasized that the public should be notified if the map is changed at some point in the future.

Response:

Comments are noted. Refer to the responses above to "Common themes of DEIS Addendum comments" earlier in this section of the FEIS.

Patty Hale

Said her husband was the superintendent for Turner Construction, the general contractor for the light rail station on Capitol Hill. She noted that not seen are the 6-story, 65-foot maximum height mixed-use buildings that are anticipated to be developed. Even Capitol Hill, with a light rail station that connects most of Seattle, does not have the heights that are currently being proposed for the 145th Street Station.

Ms. Hale referred to Ms. Redinger's comments about density around the park and reminded the Commissioners that Paramount Park is already programmed at capacity during the sport seasons. Adding more density will not give more people places to play. She voiced her belief that R-6 density should be around the perimeter of the upper portion of Paramount Park. She reviewed the historic drainage problems associated with this area of the park, which only got worse when Paramount Park Elementary was demolished and the playfields were put in. When the City incorporated, the playfields had to be redone to address a variety of drainage problems. Allowing more

development will decrease the ability for absorption to take place naturally. She recommended that the City maintain minimum soil disruption and limit development around the upper Paramount Park Playfield and natural space, as well as Twin Ponds Park. These open spaces help control water runoff, and covering them with development is not the right approach.

Response:

Comments are noted. Refer to Chapter 3, Section 3.5 for a discussion of the demand for parks and open space areas related to the three action alternatives analyzed in the FEIS. All public parks and open space areas would be preserved under any of the alternatives.

Corey Secrist, PhD

Said he first found Paramount Park while on a bicycle ride, and he decided to purchase a home in Shoreline that was within walking distance to the park. He views the parks as the jewels on a necklace, and he urged the City to protect them. He does not support the plan for additional density, but even from the perspective of trying to increase population and create commercial viability, the parks are high selling points for attracting new residents to the area. He said the Commission should keep in mind that denser development will result in less soil to absorb the water, and the parks will be very important to maintain the flow of clean water and produce clean air. He asked the Commissioners to carefully consider the reports submitted by the Shoreline Preservation Society that outline how Paramount Park has and will continue to change.

Response:

Comments are noted. Refer to Chapter 3, Section 3.5 for a discussion of the demand for parks and open space areas related to the three action alternatives analyzed in the FEIS. All public parks and open space areas would be preserved under any of the alternatives.

Sarah Cook, PhD

Said she was hired by the Shoreline Preservation Society to examine Paramount Park. She pointed out that the Growth Management Act (GMA) requires that counties and cities use Best Available Science (BAS) in developing policies and regulations to protect the functions and values of their critical areas. All the ensuing studies and policies must take BAS into consideration before any activities are undertaken in critical areas that might affect their integrity. She emphasized that the Paramount Open Space and the adjacent neighborhood to the east is the largest remaining wetland area in Shoreline and the Thornton Creek Watershed. For that reason, the Commission needs to consider the importance of the area. She also emphasized that since the headwaters of the entire Thornton Creek Basin is located within Shoreline, the increased percentage of impervious surface will certainly affect the downstream receiving water.

Dr. Cook referred to her detailed report, which was previously submitted to the City. She asked that the Commissioners read the report, which consolidates all the information that was included in the 2004 Thornton Creek Watershed Report that was done by Tetra Tech and is a much more comprehensive study than the study performed by Otak. Her report also summarizes some of the information in the 2004 Thornton Creek Watershed Report that included all of Shoreline and Seattle. She said her report examines soils information because the City's geotech report does not cover soils and there is currently no mapping for the soils in the City of Shoreline. While it is known that there is a high percentage of peat deposits in both Twin Ponds and Paramount Parks, the City does not know where they are located. Therefore, the potential for development becomes very difficult to identify. The newest geotech report only looked at the potential problems of peat deposits and high ground water from the perspective of how it would impact development. They did not consider what compacting peat soils and building on them could do to dewater the wetlands and streams within the Thornton Creek Watershed.

Lastly, Dr. Cook said she reviewed the accuracy of the wetlands and streams mapping done by Otak during the dry season of 2015 versus the study that was done in 2004 by Tetra Tech. She reported that she and Ms. Way visited each of the areas where there are discrepancies between the old and new maps, and Figure 6 of her report identifies each of the areas where she found wetlands and Otak did not. She encouraged the Commissioners to review her report, which consolidates the information in the old report and compares it to the new Otak reconnaissance. She concluded that when making an informed decision relative to zoning, it is important for the Commission to use the larger acreage (6.9) and the alignments of streams contained in the City's GIS database rather than the new work that was done by Otak, which she feels is very inaccurate.

Response:

Comments are noted. Refer to the responses above to "Common themes of DEIS Addendum comments" earlier in this section of the FEIS.

Jeff Eisenbray

Said his interest is in preservation of the unique views from Paramount Park. In this lowest income area of the City, it affords views to the south, east and west, and the current plans would block the views completely and diminish the value of the park to the community. He noted that none of the alternatives provide provisions for the protection of riparian recharge areas, and he supports the concerns raised by the previous speakers. He asked that the City create maps that describe flood water retention zones. To construct to the proposed density, he presumes there will be retention ponds, but the locations are not indicated anywhere. This information would be helpful for citizens to envision how the buildout is supposed to look in the future. He also asked the Commission to consider protection of single-family homes from the loss of southern exposure, especially those that border 155th Street. A full build out means that adjacent properties would be completely shaded from their southern exposures.

Mr. Eisenbray said he would like to see prescribed building standards for LEED Certification and to minimize the effects of impermeable surfaces. There are a number of environmentally-sensitive building practices that could be required in these areas to guarantee that the quality of construction is very high. He said he finds the parking projections to be unrealistic, and he asked that they be upgraded. He does not know of any examples in his neighborhood of licensed drivers who do not have a vehicle. While it is a lovely idea to provide neighborhoods that encourage walking, the reality is they become choked with cars when no off-street parking provisions are in place.

Response:

Comments are noted.

Lindsay Hannah

Said she recently purchased a home in the North City Neighborhood and chose to move to Shoreline because she is excited about light rail. She is also excited about the subarea station planning, which is a huge draw to Shoreline right now. She loves the characteristics of the neighborhoods and her single-family home, and she commiserates with those who have concerns with the changing characteristics of their neighborhoods, especially around the 145th Street Station. At the same time, she expressed her belief that it will be a huge asset to the community in the future to have TOD. As a resident who just moved to the City, she looks forward to the walkability, bikeability and near proximity that light rail will provide.

Ms. Hannah referred to the thoughtful concerns that were raised about critical areas, and she urged the Commission to take the concerns into consideration as they move forward and refine the details of the Subarea Plan. She emphasized the importance of keeping momentum going by deciding which zoning option to move forward with, and she believes the Compact Community Alternative is more attractive unless the 5th Avenue residents are urging a rezone at this time. She would prefer to keep the growth consolidated around the light rail area. If there is a desire to expand the more intense zoning out through the corridors, it could be an option at a later point.

Response:

Comments are noted.

Tom Lawler

A resident of the Meridian Park Neighborhood, he stated that he agreed with the comments provided by Ms. Hannah. As a young person who recently moved to Shoreline, he is excited about the new development and about light rail. He also expressed similar concerns around the Paramount Park and Paramount Open Space, which can be jewels in a very beautiful necklace for Shoreline. Going forward, he urged the Commission and City Council to keep the momentum going. He said he is excited about connecting the 155th Corridor to Aurora Avenue

North. This is a strong move that will link development and make the area more walkable and bikeable. Having more development outside of the area would make the light rail stations a greater asset, especially when they are linked to existing corridors.

Response:

Comments are noted.

Christine Southwick

Voiced concern that taller buildings would change the amount of air flow and sunlight that reaches the Paramount and Twin Ponds Parks. The vegetation in the parks, as well as the vegetation on surrounding residential properties, would be impacted by these changes. She also voiced concern that the proposed changes could alter wind flow and bird patterns. She recommended that the height limit should remain lower for the properties that surround the two parks.

Response:

Comments are noted.

Diana Coleman

Said she works in Downtown Seattle and is in the City every single day. She purchased a home in Shoreline because it provided an opportunity for her family to be near the City but have some personal space. She spends time every day in her backyard, which backs up to the Paramount Open Space, and she hears birds every single day. She said she would hate to see her neighborhood turned into a concrete jungle.

Response:

Comments are noted.

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Chapter 5

References

FINAL ENVIRONMENTAL IMPACT STATEMENT

Chapter 5—References

The following references were cited and consulted in the development of the previous Draft Environmental Impact Statement (DEIS) and carried over as references in this Final Environmental Impact Statement (FEIS) for the 145th Street Station Subarea Planned Action. Additional references applicable to new information contained in the FEIS also are listed. References include printed and Internet references as well as personal communications. Personal communications occurred through phone calls, emails, or in person meetings documented by notes.

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5.2 Personal Communications

Clark, Jay. GIS Technician. Administrative Services. City of Shoreline. October 27, 2014 – email GIS data of utilities operating within the City of Shoreline.

Clayton, Eric. Senior OSP Engineer. Integra Telecom. December 17, 2014 – email data from Integra telecom’s service network.

Clouse, Denny. Operations Manager. North City Water District. April 10, 2014 – phone conversation regarding North City Water District distribution network and fire flow demands.

Derrick, Michael. General Manager. Ronald Wastewater District. October 6, 2014 – interview regarding Draft EIS Report comments at Ronald Wastewater District Office.

Fallt, Jeremy. Network Engineer. Frontier Communications. December 16, 2014 – email data from Frontier Communications’ service network.

Ford, P.E., Jon. Senior Water System Engineer. Seattle Public Utilities. April 15, 2014 & May 14, 2014 – email data from Seattle Public Utilities 2012 ADD Fire Flow in Shoreline: August 30, 2012, and email regarding planned projects related to the subarea.

Griffith, Lisa, Municipal Construction Manager. Puget Sound Energy. November 5, 2014 – email regarding natural gas services and planned PSE projects related to the subarea.

Pottinger, PE, Dianne. District Manager. North City Water District. October 6, 2014 – interview regarding Draft EIS Report comments at North City Water District Office. December 12, 2014 – email regarding CIP Projects in subarea and questions on new 515 Pressure Zone.

Putnam, Clayton. Planner – GIS/IT Analyst. Planning & Development Department. Ronald Wastewater District. May 9, 2014 – email Ronald Wastewater District GIS Data. May 14, 2014 – phone conversation regarding services and planned projects related to the subarea.

Stiles, Vicki. Executive Director. Shoreline Historical Museum. December 10 & 11, 2014 – emails with attachments containing Shoreline neighborhood history.

Chapter 6

Distribution List

FINAL ENVIRONMENTAL IMPACT STATEMENT

Chapter 6—Distribution List

A notice of availability of the Final Environmental Impact Statement (FEIS) is being sent to the following entities. A notice of availability also was published in the City's newspaper of record, the Seattle Times, and emailed to 145th Station Citizens Committee (145SCC) stakeholder list. Refer to the FACT SHEET at the beginning of the FEIS for how to access this FEIS online, obtain a compact disk, or copy of the FEIS.

6.1 Federal Agencies

National Marine Fisheries Service (Division of the National Oceanic and Atmospheric Administration and the US Department of Commerce)

US Army Corps of Engineers

6.2 Tribes

Muckleshoot Indian Tribe, Fisheries Division

Tulalip Tribes

Tribal Council

Natural Resources Division

6.3 State, Regional, and County Agencies and Organizations

Community Transit

Energy Facility Site Evaluation, Stephen Posner

King County Department of Development and Environmental Services

King County Historic Preservation Office, Director's Office, Department of Natural Resources and Parks

King County METRO

King County, Transit Division, Environmental Planning and Real Estate

Puget Sound Clean Air Agency

Puget Sound Partnership

Puget Sound Regional Council

Sound Transit, SEPA Responsible Official

Snohomish County, Planning and Development Services

Washington State Department of Archaeology and Historic Preservation

Washington State Department of Commerce

Washington State Department of Ecology, SEPA Unit

Washington State Department of Ecology, Critical Areas
Coordinator, Shorelands, Environmental Assistance Program

Washington State Department of Fish and Wildlife

Washington State Department of Health, Environmental Health
Division

Washington State Department of Health, Northwest Region,
Drinking Water Operations

Washington State Department of Natural Resources, SEPA
Center

Washington State Department of Transportation, Northwest
Region

Seattle City Light

Seattle/King County Health Department, SEPA Responsible
Official

Seattle Public Utilities, SEPA Coordinator

Shoreline Fire Department

Shoreline Police Department

Shoreline Libraries (Locations on 175th and in Richmond Beach,
King County Library System)

Shoreline School District, Capital Projects Director

Shoreline Water District

6.4 Public Services, Institutions, and Utilities

Comcast Cable

King County, Department of Permitting and Environmental
Review, SEPA Official

King County, Wastewater Treatment Division, Environmental
Planning—OAP

North City Water District

Recology CleanScapes, Inc., Chief Operating Officer

Ronald Wastewater District

6.5 Community and Special Interest Groups and Organizations

145th Street Station Citizens Committee (145SCC)

185th Street Station Citizens Committee (185SCC)

Neighborhood Associations:

Ballinger Neighborhood Association

Briarcrest Neighborhood Association*

Echo Lake Neighborhood Association

Highland Terrace Neighborhood Association

The Highlands

City of Edmonds, Development Services, SEPA Responsible Official

Hillwood Community Network

City of Kenmore, Department of Community Development, SEPA Responsible Official

Innis Arden Club, Inc.

City of Lake Forest Park, Planning and Building Department, SEPA Responsible Official

Meridian Park Neighborhood Association

North City Neighborhood Association

City of Lynnwood, Department of Community Development, SEPA Responsible Official

Parkwood Neighborhood Association*

City of Mountlake Terrace, Planning and Systems, SEPA Responsible Official

Richmond Beach Neighborhood Association

Richmond Highlands Neighborhood Association

City of Seattle, Department of Planning and Development

Ridgecrest Neighborhood Association*

Town of Woodway, City Clerk

Westminster Triangle Network

** Denotes neighborhoods that are partially located within or are bordering the 145th Street Station Subarea.*

Thornton Creek Alliance

City Council

Thornton Creek Legal Defense Fund (c/o Attorneys Paul A Kampmeier Smith & Lowney, PLLC)

City Hall

6.6 Adjacent and Neighboring Jurisdictions

City of Bothell, Department of Community Development SEPA Responsible Official

City Leadership Team/Department Directors

Shoreline Library and Library Board

Parks, Recreation and Cultural Services Board

Planning Commission

Tree Board

6.7 City Officials, Commissions, and Departments

6.8 Other Groups and Individuals Submitting Comments on the DEIS and DEIS Addendum

The following individuals and representatives of groups submitted formal comments on the DEIS issued by the City of Shoreline on January 17, 2015 and/or the DEIS Addendum presented to the Shoreline Planning Commission on February 18, 2016 and posted on the City's website on February 19, 2016.

The comment period for the DEIS was from January 17, 2015 to February 19, 2015, and the comment period on the DEIS Addendum was from February 19, 2016 to March 21, 2016. Written comments received within the comment period, as well as spoken comments provided at public meetings during the comment periods are addressed in Chapter 4 of this FEIS.

Those individuals who provided a return address (postal or email) are included the distribution list below (by alphabetical order, last name).

Cathy Aldrich

Barbara Angersbach

Karen Beauchamp

Christie Baumel

John Behrens

Karen Easterly-Behrens

Terri Benson

Rob Berntsen

Boni Bieri

Chris Brummer (on behalf of the Parkwood Neighborhood Association)

Claudia Butler

Sharon R. Cass

Fran Chambers

Sarah Spear Cooke, PhD

Carolyn Creighton

Dan Dale

Brian Derdowski

Wendy DiPeso

Dia Dryer

Barbara Dykes Ehrlichman

Jeff Eisenbrey

Buford Fearing

Cathy Floit

Marcia Furfjord

Karen Gilbertson

Kathy Giles

Pat Kenney

Christine Goetz

Megan Kogut

Paul Goracke

John Kropf

Marsha Gresham

Dave Lange

Myrna Haigh

Judy Lehde

Patty Hale (on behalf of the Ridgecrest Neighborhood
Association)

Richard (Dick) Libby

Chris and Shanon Harris

Amy Lietz

Jan Helde

John Lombard

Jason and Quiana Hennigan

Robin Lombard (Individual and on behalf of the 145th Street
Station Citizens Committee/145SSCC)

Angela Henry

Adam Love

David Higgins

Cindy Matson

Michael and Stephanie Hill

Tom McCormick

T.J. Hogan

Lauren McLane

Carolyn Hope

Wayne Meek

Julie Houff

Nathan Moore

Timothy Humphries

Nancy Morris

Dan Jacoby

Steve Morris

Sarah Jaynes

Nan Nalder

Judy Nelson	Bethany and Bruce Staelens
Patricia Panitz	Jan Stewart
Roger and Shirley Parker	Sigrid Strom
Jerry Patterson	Daryl and Laurel Stuart
Stephanie Pelz	Daryl and Laurel Stuart
Elaine Phelps	Ellen Sullivan
Liz Poitras	Krista Tenney
Thomas Poitras	Nancy Treibel
Ron and Ruth Prohaska	Peter Watters
Susan Ragan-Stuart	Janet Way (Individual and on behalf of the Shoreline Preservation Society)
Chad Ross	Katy Webber
Yoshiko Saheki	Vicki Westberg
Ginny Scantlebury	Marilyn Whited
Steve Schneider	Ruth Alice Williams (on behalf of the Thornton Creek Alliance)
Cory Secrist, PhD	Natanya Wilson
Heather Elise Murphy Secrist, PhD, NCSP	
Will Sigman	
Christine Southwick	
Larisa Sparling	

Appendix

APPENDIX CONTENTS:

- Acronyms
- Glossary
- Public and Stakeholder Involvement Information
- Scoping Notice for the DEIS

145th Street Station Subarea Planned Action FINAL ENVIRONMENTAL IMPACT STATEMENT

Appendix

145th Street Station Subarea Planned Action Final Environmental Impact Statement

Appendix Contents:

- Acronyms
- Glossary
- Public and Stakeholder Involvement—Links to Information
- DEIS Scoping Notice

Acronyms

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

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

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

Glossary

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

Absorption

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

Access Time

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

Accessibility

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

Accessory Dwelling Unit (ADU)

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

Adequate Public Facilities

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

Affordable Housing

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

Alighting

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

Alignment

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

Allowed Densities

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

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

Alternatives

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

Amenity Zone

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

Arterial

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

Average Daily Traffic (ADT)

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

Best Management Practices (BMPs)

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

Bike Lane

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

Bike-Shed/Bicycle-Shed Analysis

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

Bioretention Facility

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

Boarding

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

Build-Out

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

Buffer

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

Bus Rapid Transit

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

Capital Facilities

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

Capital Improvement Program/Plan (CIP)

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

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

Carbon Emissions/Greenhouse Gas Emissions

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

Channelization

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

Circulation

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

Clustering/Cluster Development

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

Commute Trip

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

Commute Trip Reduction Act

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

Complete Streets

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

Comprehensive Plan

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

Concurrency/Concurrency Management System

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

Conservation Easement

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

Consistency

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

Contiguous Development

Development of areas immediately adjacent to one another.

Conveyance System—Drainage

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

Coordination

Consultation and cooperation among jurisdictions.

Corner Lot

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

Cottage Housing or Clustered Housing

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

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

Countywide Planning Policies (CPPs)

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

Crime Prevention through Environmental Design

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

Critical Areas

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

Cultural Resources

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

Culverts

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

Cumulative

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

Cycle Track

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

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

Density

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

Density Incentives/ Bonuses

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

Development and Redevelopment

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

District Energy

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

Domestic Water System

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

Drainage

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

Drainage Basin

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

Duplex

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

Dwelling Unit

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

EcoDistrict

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

Ecological Function

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

Environmental Impact Statement

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

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

Essential Public Facility

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

Fair Housing Ordinance

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

Floor Area Ratio (FAR)

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

Flow

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

Front Yard Setback

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

Green Streets

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

Growth Management Act (GMA)

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

Growth Management Planning Council (GMPC)

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

Growth Targets

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

Habitat

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

High-Capacity Transit

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

High Occupancy Vehicle (HOV)

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

Historic Preservation

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

Home Occupation

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

Household

See "dwelling unit."

Hydrology

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

Impact Fees

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

Impervious/Impermeable Surfaces

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

Incentives (Economic Development)

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

Infill

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

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

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

Land Use Map

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

Land Use Pattern/Land Development Pattern

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

Lead Agency

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

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

Leadership in Energy and Environmental Design (LEED)

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

Level of Service

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

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

Level of Service for Transportation

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

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

Light Rail Transit

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

Link

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

Living-Wage Jobs

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

Local Improvement District

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

Low Impact Development

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

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

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

Low Income Household

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

Market Forces

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

Master Development Plan

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

Median Household Income

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

Mitigation/Mitigation Measures

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

Mixed Use

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

Mixed Use Residential (MUR)

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

Modes of Travel/Multimodal Transportation

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

Mode Split

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

Municipal Research and Services Center of Washington

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

Multifamily

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

Multimodal Transportation Planning

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

Neighborhood Business Centers

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

Node

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

Non-Point Pollution

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

Non-Motorized Transportation

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

Open Space

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

Parcel/Property Aggregation

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

Placemaking

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

Planned Action

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

Planned Action Ordinance

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

Planned Unit Development (PUD)

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

Preferred Alternative

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

Priority Needs Process

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

Public-Private Partnership

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

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

Public Services

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

Public Spaces

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

Puget Sound Regional Council (PSRC)

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

Rain Garden

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

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

Regional Detention Facility

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

Neighborhood Traffic Safety Program

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

Retail Sales Leakage

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

Retention/Detention Facility (R/D)

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

Rezone

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

Runoff

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

Sanitary Sewer Systems

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

Scoping

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

Scoping Notice

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

Sharrow

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

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

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

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

Shoreline Municipal Code

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

Significant Unavoidable Adverse Impact

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

Single Family Attached Housing

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

Single Family Detached Housing

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

Slope

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

Solid Waste Management/Solid Waste Handling Facility

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

Sound Transit (ST)

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

State Environmental Policy Act (SEPA)/SEPA Rules

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

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

Storm Drain/Drainage System

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

Storm Drains

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

Stormwater/Surface Water

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

Stormwater/Surface Water Management System

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

Street Functional Classification

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

Strip Commercial

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

Study Areas

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

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

Subarea

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

Subarea Planning

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

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

Subdivision

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

Sufficient Land Capacity for Development

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

Sustainable Development/Triple-Bottom-Line Sustainability

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

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

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

Swale

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

Third Places

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

Townhouse

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

Transfer of Development Rights (TDR)

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

Transit-Oriented Communities

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

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

Transit-Oriented Development

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

Transportation Demand Management (TDM) or Demand Management

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

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

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

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

Transportation Facilities and Services

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

Triplex

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

Truck Route

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

Unemployment Rate

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

Universal Design

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

Urban Growth Area (UGA)

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

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

Utilities or Public Utilities

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

Vehicle Miles Traveled (VMT)

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

Visioning

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

Walk-Shed or Ped-Shed Analysis

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

Walkability/Walkable Area

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

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

Source: adapted from Wikipedia

Water Reclamation/Water Re-Use

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

Watershed

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

Zoning

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

Zoning Map

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

Public and Stakeholder Involvement Information-Links

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

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

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

Scoping Notice

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

*Planning & Community Development*

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

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

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

Date of Issuance: October 1, 2014

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

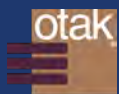
17500 Midvale Avenue N
Shoreline, WA 98133
206-801-2531

SIGNATURE:

Richard Muck Date: 9/25/14

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

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