



# **REVIEW GUIDE** for the 185th Street Station Subarea Planned Action FINAL ENVIRONMENTAL IMPACT STATEMENT

NOVEMBER 2014



# Table of Contents

The Purpose of this Guide..... RG-1

Subarea Context and Geography ..... RG-1

Development of Alternatives Shaped by Community Design Workshops ..... RG-1

Alternatives Analyzed ..... RG-1

Overview of Alternative 4—Preferred Alternative ..... RG-2

Estimated Pace of Growth ..... RG-3

The First Twenty Years of Implementation Compared to Build-Out..... RG-3

Build-Out Time Frames ..... RG-3

Planning Horizon Year (2035—Planning for the First Twenty Years) ..... RG-4

Market Trends and Demand for Housing and Mixed Use ..... RG-4

Anticipated Growth and Change under Alternative 1—No Action..... RG-5

The Potential for Phased Zoning with Alternative 4—Preferred Alternative ..... RG-6

Current (2014) Population, Households and Employment Estimates for the Subarea ..... RG-7

Estimated Twenty-Year and Build-Out Population, Households, and Employment Projections ..... RG-7

New Zoning Categories to Support Mixed Use Residential in the Subarea..... RG-8

Comparative Potential Impacts and Mitigation Measures of the Alternatives in the FEIS ..... RG-9 through RG-35

3.1 Land Use Patterns, Plans, and Policies Summary of Impacts ..... RG-10

3.1 Land Use Patterns, Plans, and Policies Mitigation Measures ..... RG-11

3.2 Population, Housing, and Employment Summary of Impacts ..... RG-12

3.2 Population, Housing, and Employment Mitigation Measures..... RG-13

3.3 Multimodal Transportation Summary of Impacts ..... RG-14

3.3 Multimodal Transportation Mitigation Measures ..... RG-15

3.4 Public Services Summary of Impacts ..... RG-27

3.4 Public Services Mitigation Measures ..... RG-30

3.5 Utilities Summary of Impacts..... RG-31

3.5 Utilities Mitigation Measures..... RG-32

Figure 1: Alternative 4—Preferred Alternative, Map of Proposed Zoning for Entire Subarea..... RG-36

Figure 2: Alternative 4—Preferred Alternative, Phase 1 Zoning Area..... RG-37

Figures 3a, 3b, and 3c: Examples of Housing Styles Allowed Under MUR-85’, MUR-45’ and MUR-35’ .....RG-38 and RG-39



# Review Guide

## for the 185<sup>th</sup> Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS)

### The Purpose of this Guide

This guide highlights the areas of change in the 185<sup>th</sup> Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS) from what was analyzed in the Draft Environmental Impact Statement (DEIS). This guide also summarizes important information about the alternatives to assist those reviewing the FIES.

### Subarea Context and Geography

The subarea context and geography is the same from that analyzed in the DEIS; no changes in subarea/study area boundaries have occurred. As such, all descriptions of the Affected Environment in the FEIS remain the same as were presented in the DEIS, with the exception of clarifications in text made as a result of comments received on the DEIS. Planning and analysis under all alternatives (including no action) assume that Sound Transit's planned light rail system would be implemented and that the station at 185<sup>th</sup> would be operable by the year 2023.

### Development of Alternatives Shaped by Community Design Workshops

Public input received at community design workshops helped guide the development of alternatives analyzed in the DEIS and FEIS. As a result of multiple workshop sessions with the public and stakeholder groups, proposed redevelopment in the action alternatives was focused along the N-NE 185<sup>th</sup> Street/10<sup>th</sup> Avenue NE/NE 180<sup>th</sup> Street corridor. The three action alternatives propose varying levels of long term growth and change in the subarea, with Alternative 4 proposing the greatest level of change and intensity of redevelopment at full build-out. For more information about the public and stakeholder involvement process, refer to Section 1 of the FEIS.

### Alternatives Analyzed

The FEIS analyzes a new alternative, Alternative 4—Preferred Alternative, which was created by the Planning Commission and City Council based on input received on the alternatives analyzed in the DEIS and additional considerations, including Planning Commission recommendations and subsequent City Council decision to increase the capacity and flexibility for growth in the subarea. The FEIS analyzes various impacts related to

implementing Alternative 4, and retains the impact analysis completed for other alternatives for comparative reference. As such, the alternatives in the FEIS are analyzed in the following order:

- Alternative 4—Preferred Alternative (Action Alternative)
- Alternative 3—Previous Most Growth (Action Alternative)
- Alternative 2—Some Growth (Action Alternative)
- Alternative 1—No Action (No Action Alternative)

Because Alternative 3 was identified as the “Most Growth” alternative in the DEIS, but Alternative 4—Preferred Alternative now proposes a higher level of change and growth, Alternative 3 is now called “Previous Most Growth.” Alternatives 4, 3, and 2 are known as “action alternatives” and Alternative 1 is the “no action” alternative.

### Overview of Alternative 4—Preferred Alternative

The City of Shoreline City Council selected Alternative 4—Preferred Alternative to be studied in this FEIS based on recommendations from the Planning Commission and community input received on the DEIS. After review of Planning Commission recommendations, as well as comments received on the DEIS and requests for additional changes in zoning that the community brought forward, the City Council recommended studying a revised alternative in the FEIS with increased zoning capacity over that presented in Alternative 3, the previous “Most Growth” alternative. Additional information about the creation of Alternative 4—Preferred Alternative is available in the City Council packets and meeting minutes for August 11, 2014 and August 25, 2014, available at:

<http://www.cityofshoreline.com/government/shoreline-city-council/past-meeting-documents>.

Discussions around increasing redevelopment capacity under Alternative 4 focused on the opportunity to maximize flexibility for redevelopment in the subarea. This alternative also would provide the most capacity to meet Shoreline’s overall housing growth targets over the long term and in the coming decades, and to realize a greater level of redevelopment that is consistent with local and regional plans and policies for high-capacity transit station subareas with a diversity of housing choices to fit varying income levels and household sizes. Under Alternative 4, changes to land use patterns would occur more broadly than previously proposed under Alternatives 3 and 2. Along with this extent of redevelopment, a broader extent of improvements would be expected to occur over time in the subarea than under the other action alternatives. Figure 1 at the end of this Review Guide shows the proposed zoning on Alternative 4—Preferred Alternative.

### Estimated Pace of Growth

The estimated pace of growth analyzed in all FEIS and DEIS action alternatives is 1.5 percent to 2.5 percent annual growth per year. This is based on analysis of current 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

The first twenty years of implementation among any of the action alternatives would create a similar level of change in the subarea, because all alternatives would be expected to grow and change at the same pace (1.5 percent to 2.5 percent). Each of the three action alternatives would reach build-out of proposed zoning at different time frames since varying levels of zoning change would occur under each (with the least amount of change under Alternative 2—Some Growth and the most amount of change under Alternative 4—Preferred Alternative).

Because the expected pace of growth would be the same for all action alternatives, potential impacts related to implementation would be similar under each, with the exception that the extent of potential change under Alternative 4 covers more geographic area than under Alternatives 2 or 3. As such mitigation measures related to each action alternative also would be similar for the first twenty years of implementation. The similarity in anticipated impacts and recommended mitigation is presented in the impact summary charts presented later in this guide. Long term impacts under each alternative would vary because of the extent of rezoning proposed. At full build-out Alternative 4—Preferred Alternative would require the most utility and transportation improvements and upgrades, as well as the highest level of public services to serve the proposed growth (higher and covering a greater geographic extent than under Alternative 3—Previous Most Growth and Alternative 2—Some Growth).

### Build-Out Time Frames

Build-out time frames for the action alternatives are shown in the table below.

Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth
80 to 125 years by 2095 to 2140	60 to 100 years by 2075 to 2115	30 to 50 years by 2045 to 2065

### Planning Horizon Year (2035—Planning for the First Twenty Years)

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**. Since the potential impacts under any of the alternatives over the first twenty years would be similar, capital improvement recommendations are generally consistent across all alternatives for the 20-year planning horizon.

### Market Trends and Demand for Housing and Mixed Use

A market assessment prepared by BAE Urban Economics for the 185<sup>th</sup> Street Station Subarea identified potential transit-oriented development opportunities for the next twenty years. The assessment identified a potential demand for up to 700 residential units through 2035 in the subarea, representing approximately 15 percent of new residential growth projected by the Puget Sound Regional Council for all of Shoreline. 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, what happens at the Shoreline Center site, and other factors. Certainly, the demand for housing will continue beyond 20 years, and may grow higher depending on these factors.

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 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 BAE Urban Economics, available at:

<http://www.cityofshoreline.com/Home/ShowDocument?id=15704> as well as the analysis prepared by Leland Consulting Group for the 145<sup>th</sup> Street Station Subarea, available at: <http://www.cityofshoreline.com/home/showdocument?id=17855>.

### Anticipated Growth and Change under Alternative 1—No Action

The FEIS and DEIS 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 8,734 people, compared to the current population of 7,944, adding 790 people over the next 20 years.

**As stated in the FEIS and DEIS, “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 (with the exception of the North City district on the east side of the subarea, which has a mix of commercial and multi-family uses and the Town Center area near Aurora Avenue on the west side of the subarea, which has a mix of commercial and employment uses). The R-6 zoning allows six units per acre. The average number of units per acre currently in the subarea is 2.7. As such a substantial number of new housing units (more than double the current number) 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. The R-6 designation comprises the vast majority of the subarea under current zoning.

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 single family 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.

It is also important to note that redevelopment under Alternative 1—Not 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 affordable housing than that proposed under Alternative 4, 3 or 2, 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. Population, housing, and employment projections are depicted on the following pages.



## The Potential for Phased Zoning with Alternative 4—Preferred Alternative

Over the next 20 years and beyond, it will be important that the station subarea redevelop as a cohesive, connected community that is supportive of transit, but also that provides residents and potential developers with some predictability about when market forces are likely to support redevelopment of different areas. As such, the FEIS addresses the potential for phased zoning, identifying an area of Alternative 4 that could be rezoned immediately with the adoption of the subarea plan. In a joint meeting of the Shoreline Planning Commission and City Council on September 29, 2014, discussion turned to the benefits of having a more predictable pattern for growth to guide planning and implementation over the next few decades. As such, the City Council decided to study the potential of phasing zoning over time, and on October 2, 2014, the Planning Commission defined boundaries of a potential Phase 1 zoning area (shown in Figure 2 at the end of this Review Guide).

While overall the proposed zoning of Alternative 4—Preferred Alternative would serve as a long term master plan for the subarea and provide the most capacity to achieve the desired vision for the station subarea, the City of Shoreline is considering adopting this proposed zoning in phases. This Phase 1 zoning area, if adopted, would serve as a tool for focusing growth around the proposed light rail station and along the N-NE 185<sup>th</sup> Street/10<sup>th</sup> Avenue NE/NE 180<sup>th</sup> Street corridor. The proposed Phase 1 zoning area balances concerns related to providing an adequate level of housing choices and enabling flexibility in future redevelopment with concerns about rezoning too broadly in the subarea in initial years, which might result in over-valuing property, speculative buying, and lack of certainty about or spotty redevelopment patterns. Focusing on a Phase 1 area for initial rezoning could lead focus initial development closer to the station and 185<sup>th</sup> Street corridor and prioritize improvements needed to support initial growth.

Rezoning in a phased manner also allows the opportunity to monitor the development market and redevelopment results and determine where regulations and incentives are creating the kind of community envisioned through the subarea planning process. The rezoning of the remaining portion of subarea shown under Alternative 4—Preferred Alternative would be “unlocked” at a future date, such as ten years after the light rail system begins operating in 2023 (so 2033). This approach requires that redevelopment under the new zoning categories within the next twenty years would be located within the proposed Phase 1 boundary. Redevelopment projects would continue to occur within this boundary until the time the boundary is expanded in the future. The build-out time frame for the Phase 1 zoning area is estimated at 70 to 108 years into the future.

Decision-makers are interested in hearing from residents regarding their preference on whether or not to phase adoption of zoning.

### Current (2014) Population, Households, and Employment Estimates for the Subarea

Estimated Totals for Subarea Based on Available GIS Data, 2014	
Population	7,944
Households	3,310
Employees	1,448

Note: the current estimated population of the City of Shoreline is 54,790.

### Estimated Twenty-Year and Build-Out Population, Households, and Employment Projections

	Alternative 4— Preferred Alternative	Phase 1 Zoning Area of Alternative 4	Alternative 3— Previous Most Growth	Alternative 2—Some Growth	Alternative 1— No Action
<b>2035 Population*</b>	10,860 to 13,343	10,860 to 13,343	10,860 to 13,343	10,860 to 13,343	8,734
<b>2035 Households*</b>	4,450 to 5,500	4,450 to 5,500	4,450 to 5,500	4,450 to 5,500	3,639
<b>2035 Employees*</b>	1,950 to 2,370	1,950 to 2,370	1,950 to 2,370	1,950 to 2,370	1,736
<b>Build-Out Population</b>	56,529	41,719	37,315	17,510	**
<b>Build-Out Households</b>	23,554	17,383	15,548	7,296	**
<b>Build-Out Employees</b>	15,340	10,227	27,050	9,750	**
<b>Build-Out Years</b>	80 to 125 years by 2095 to 2140	70 to 108 years 2085 to 2123	60 to 100 years by 2075 to 2115	30 to 50 years by 2045 to 2065	**

\* 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 is for this is unknown and difficult to approximate.

### Projected Net Increases in Population, Housing, and Employment over Current (2014) Levels

	Alternative 4— Preferred Alternative	Phase 1 Zoning Area of Alternative 4	Alternative 3— Previous Most Growth	Alternative 2—Some Growth	Alternative 1— No Action
<b>2035 Population</b>	+2,916 to +5,399	+2,916 to +5,399	+2,916 to +5,399	+2,916 to +5,399	+790
<b>2035 Households</b>	+1,140 to +2,190	+1,140 to +2,190	+1,140 to +2,190	+1,140 to +2,190	+328
<b>2035 Employees</b>	+502 to +928	+502 to +928	+502 to +928	+502 to +928	+288
<b>Build-Out Population</b>	+48,585	+33,775	+29,371	+9,566	
<b>Build-Out Households</b>	+20,244	+14,073	+12,238	+3,986	
<b>Build-Out Employees</b>	+13,892	+8,779	+26,602	+8,302	

The increase in the number of households projected for the next twenty years would be 1,140 at 1.5 percent growth and 2,190 at 2.5 percent growth under all action alternatives. Although the market assessment projected a demand for 700 households through 2035, that was a conservative estimate assuming the subarea would absorb 15 percent of the forecasted housing growth of 4,657 units for all of Shoreline by 2035. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,164 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.

### New Zoning Categories to Support Mixed Use Residential in the Subarea

The FEIS introduces three new zoning categories for the subarea. These would be applicable under any new zoning adopted for the subarea.

- MUR-85': Mixed use residential with 85-foot maximum building height
- MUR-45': Mixed use residential with 45-foot maximum building height; based on R-48 zoning
- MUR-35': Mixed use residential with 35-foot maximum building height; based on R-18 zoning

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles, and address resident concerns about potential heights of new buildings. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The City is updating Code provisions 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 Figures 3a, 3b, and 3c at the end of this review guide for illustrations of potential housing styles that could be built within these zoning categories.

#### **MUR-85'**

**Mixed-Use Residential—85-foot height limit:** This zone would allow building heights of 85 feet (generally 7 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. It should be noted that this density is unlikely to be supported by current market forces, and as such, it may be some time before this building type would be developed in the subarea.

#### **MUR-45'**

**Mixed-Use Residential—45-foot height limit:** Similar to the existing zoning category R-48 that allows 48 dwelling units per acre, this zone would allow multi-family building types. The height limit for MUR-45' would be 45 feet (differing from the height limit of R-48, which currently varies from 40 feet if adjacent to single family zones, 50 feet if adjacent to multi-family zones, and 60 feet with a Conditional Use Permit). Because building heights have been identified through public involvement as a concern in the station subarea, the new MUR-45' zone would be limited to 45 feet regardless of adjacent zoning, which equates to a 4-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', and single family homes could be converted to commercial and professional office uses like in MUR-35'.

#### **MUR-35'**

**Mixed-Use Residential—35-foot height limit:** Similar to the existing zoning category R-18 that allows 18 dwelling units per acre, 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 not identified as "local." These types of buildings might include live/work lofts, professional offices, and 3-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.

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

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



	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>SUMMARY OF IMPACTS</b>				
<b>3.1 Land Use Patterns, Plans, and Policies</b>	<p>Would result in the greatest extent of change, covering the most geographic area</p> <p>Current land use patterns would be altered from predominantly single family to mixed use, multi-family, and attached single family, along with some neighborhood supporting retail and employment uses (less than under Alternative 3; more than under Alternative 2)</p> <p>Some preserved areas of single family in the subarea, but less than under Alternative 3 and 2</p> <p>Intensity of land use including density, building height, and mass of urban form would be greater under this alternative than under Alternatives 3 and 2. Potential impacts to land use compatibility between new and existing land uses would require mitigation</p>	<p>Less overall change proposed than under Alternative 4; more than Alternative 2</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 4; less than Alternative 2</p> <p>Intensity of land use would be greater than Alternative 2 but less than Alternative 4 overall. Potential impacts to land use compatibility between new and existing land uses would require mitigation</p>	<p>Less overall change proposed than under Alternatives 4 and 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>More preserved areas of single family in the subarea than under Alternatives 4 and 3</p> <p>Intensity of land use would be less than Alternatives 4 and 3. 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— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES</b>				
<b>3.1 Land Use Patterns, Plans, and Policies</b>	<ul style="list-style-type: none"> <li>Incremental change over many decades</li> <li>Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time</li> <li>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</li> <li>Potential implementation of phased zoning to provide more focus and predictability for initial decades of change</li> </ul>	<ul style="list-style-type: none"> <li>Incremental change over many decades</li> <li>Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Incremental change over many decades</li> <li>Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>SUMMARY OF IMPACTS</b>				
<b>3.2 Population, Housing, and Employment</b>	<p>The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives</p> <p>At full build-out would provide the most capacity for affordable housing and housing choices over the long term of all the alternatives</p> <p>Would provide fewer employment opportunities than under Alternative 3, but still provides significant capacity for employment growth to help meet City’s targets and balance the jobs-to-housing ratio</p>	<p>The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives</p> <p>At full build-out would provide less capacity for affordable housing and housing choices than under Alternative 4 but more than under Alternative 2</p> <p>Provides most capacity for employment opportunities than other action alternatives and would help meet City’s employment growth targets and balance the jobs-to-housing ratio (refer to the FEIS for more detail about the assumed level of employment for Alternative 3, which was greater than Alternative 4 due to potential bonus height and density at the Shoreline Center site rather than spread throughout all MUR-85’ zoning)</p>	<p>The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives</p> <p>At full build-out would provide the least capacity for affordable housing and housing choices over the long term of any of the action alternatives</p> <p>Would provide fewer employment opportunities than under Alternatives 4 and 3, but still would offer some capacity for employment growth over time</p>	<p>Would not contribute significantly to the City meeting assigned growth targets or regional projections for housing and employment</p>

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES</b>				
<b>3.2 Population, Housing, and Employment</b>	<ul style="list-style-type: none"> <li>Incremental growth over many decades</li> <li>Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time</li> <li>Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices</li> <li>Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth</li> </ul>	<ul style="list-style-type: none"> <li>Incremental growth over many decades</li> <li>Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time</li> <li>Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices</li> </ul>	<ul style="list-style-type: none"> <li>Incremental growth over many decades</li> <li>Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time</li> <li>Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>



	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>SUMMARY OF IMPACTS</b>				
<p><b>3.3 Multimodal Transportation</b></p> <p>Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound</p>	<p>By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station</p> <p>The most heavily traveled routes for traffic would be N-NE 185<sup>th</sup> Street, Meridian Avenue N, and NE 175<sup>th</sup> Street from Meridian to Interstate 5; volumes on N-NE 185<sup>th</sup> Street may reach 20,000 vehicles per day (compared to current daily volumes of 9,700)</p> <p>At Build-Out: 23,554 new households and 15,340 new employees would generate additional trips (to the total of 20,111 peak PM trips)</p>	<p>By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station</p> <p>The most heavily traveled routes for traffic would be N-NE 185<sup>th</sup> Street, Meridian Avenue N, and NE 175<sup>th</sup> Street from Meridian to Interstate 5; volumes on N-NE 185<sup>th</sup> Street would increase to a similar level as under Alternative 4</p> <p>At Build-Out: 15,548 new households and 27,050 new employees would generate additional trips (to the total of 20,370 peak PM trips)</p>	<p>By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station</p> <p>The most heavily traveled routes for traffic would be N-NE 185<sup>th</sup> Street, Meridian Avenue N, and NE 175<sup>th</sup> Street from Meridian to Interstate 5; volumes on N-NE 185<sup>th</sup> Street would increase, but not as much as under Alternative 4 or 3</p> <p>At Build-Out: 7,296 new households and 9,750 new employees would generate additional trips (to the total of 12,310 peak PM trips)</p>	<p>By 2035: 328 new households and 288 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station; 5,350 peak PM trips anticipated</p> <p>The most heavily traveled routes for traffic would be N-NE 185<sup>th</sup> Street, Meridian Avenue N, and NE 175<sup>th</sup> Street from Meridian to Interstate 5</p>

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES</b>				
<b>3.3 Multimodal Transportation</b>	<p>By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects</p> <ul style="list-style-type: none"> <li>• N-NE 185<sup>th</sup> Street: two-way left-turn lane</li> <li>• Meridian Ave N: two-way left-turn lane</li> <li>• N 185<sup>th</sup> St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket</li> <li>• Expanded turn pocket lengths for Meridian Ave N and 175<sup>th</sup> St intersection</li> <li>• Intersection improvements at 15<sup>th</sup> Avenue NE and NE 175<sup>th</sup> St Intersection</li> </ul> <p>By 2035: Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185<sup>th</sup> Street, Meridian Avenue N, and other key corridors</p>	<p>By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects</p> <ul style="list-style-type: none"> <li>• N-NE 185<sup>th</sup> Street: two-way left-turn lane</li> <li>• Meridian Ave N: two-way left-turn lane</li> <li>• N 185<sup>th</sup> St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket</li> <li>• Expanded turn pocket lengths for Meridian Ave N and 175<sup>th</sup> St intersection</li> <li>• Intersection improvements at 15<sup>th</sup> Avenue NE and NE 175<sup>th</sup> St Intersection</li> </ul> <p>By 2035: Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185<sup>th</sup> Street, Meridian Avenue N, and other key corridors</p>	<p>By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects.</p> <ul style="list-style-type: none"> <li>• N-NE 185<sup>th</sup> Street: two-way left-turn lane</li> <li>• Meridian Ave N: two-way left-turn lane</li> <li>• N 185<sup>th</sup> St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket</li> <li>• Expanded turn pocket lengths for Meridian Ave N and 175<sup>th</sup> St intersection</li> <li>• Intersection improvements at 15<sup>th</sup> Avenue NE and NE 175<sup>th</sup> St Intersection</li> </ul> <p>By 2035: Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185<sup>th</sup> Street, Meridian Avenue N, and other key corridors</p>	<p>By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects</p> <ul style="list-style-type: none"> <li>• N-NE 185<sup>th</sup> Street: two-way left-turn lane</li> <li>• Meridian Ave N: two-way left-turn lane</li> <li>• N 185<sup>th</sup> St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket</li> <li>• Expanded turn pocket lengths for Meridian Ave N and 175<sup>th</sup> St intersection</li> <li>• Intersection improvements at 15<sup>th</sup> Avenue NE and NE 175<sup>th</sup> St Intersection</li> </ul> <p>By 2035: Timing adjustments and phase changes for NB and SB movements at N 175<sup>th</sup> Street and Meridian Ave N; NE 175<sup>th</sup> Street and I-5 ramps (WSDOT jurisdiction) would require additional mitigation</p>

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	2035, Continued: <ul style="list-style-type: none"> <li>• Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures</li> <li>• Develop specific N-NE 185<sup>th</sup> corridor plan to prepare for redevelopment</li> <li>• Continue to monitor traffic volumes on N-NE 185<sup>th</sup> Street on a bi-annual basis to identify changes in congestion patterns</li> <li>• Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185<sup>th</sup> Street</li> <li>• Expand signal coordination and other intelligent transportation systems (ITS) strategies</li> <li>• Consistent with the TMP, reconfigure the N 185<sup>th</sup> Street/Meridian Avenue N intersection</li> </ul>	2035, Continued: <ul style="list-style-type: none"> <li>• Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures</li> <li>• Develop specific N-NE 185<sup>th</sup> corridor plan to prepare for redevelopment</li> <li>• Continue to monitor traffic volumes on N-NE 185<sup>th</sup> Street on a bi-annual basis to identify changes in congestion patterns</li> <li>• Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185<sup>th</sup> Street</li> <li>• Expand signal coordination and other intelligent transportation systems (ITS) strategies</li> <li>• Consistent with the TMP, reconfigure the N 185<sup>th</sup> Street/Meridian Avenue N intersection</li> </ul>	2035, Continued: <ul style="list-style-type: none"> <li>• Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures</li> <li>• Develop specific N-NE 185<sup>th</sup> corridor plan to prepare for redevelopment</li> <li>• Continue to monitor traffic volumes on N-NE 185<sup>th</sup> Street on a bi-annual basis to identify changes in congestion patterns</li> <li>• Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185<sup>th</sup> Street</li> <li>• Expand signal coordination and other intelligent transportation systems (ITS) strategies</li> <li>• Consistent with the TMP, reconfigure the N 185<sup>th</sup> Street/Meridian Avenue N intersection</li> </ul>	

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	2035, Continued: <ul style="list-style-type: none"> <li>• Provide protected/permitted phasing for NB and SB left-turn movements at N 185<sup>th</sup> Street and Meridian Avenue N</li> <li>• Signalization of the intersections along N-NE 185<sup>th</sup> Street at 5<sup>th</sup> Avenue NE and 7<sup>th</sup> Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023</li> <li>• As traffic volumes approach the capacity of N-NE 185<sup>th</sup> Street, evaluate adding lane capacity from Aurora Avenue N to 7<sup>th</sup> Avenue NE</li> <li>• Consistent with the TMP, reconfigure the N 175<sup>th</sup> Street/Meridian Avenue N intersection</li> <li>• NE 175<sup>th</sup> Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation</li> </ul>	2035, Continued: <ul style="list-style-type: none"> <li>• Provide protected/permitted phasing for NB and SB left-turn movements at N 185<sup>th</sup> Street and Meridian Avenue N</li> <li>• Signalization of the intersections along N-NE 185<sup>th</sup> Street at 5<sup>th</sup> Avenue NE and 7<sup>th</sup> Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023</li> <li>• As traffic volumes approach the capacity of N-NE 185<sup>th</sup> Street, evaluate adding lane capacity from Aurora Avenue N to 7<sup>th</sup> Avenue NE</li> <li>• Consistent with the TMP, reconfigure the N 175<sup>th</sup> Street/Meridian Avenue N intersection</li> <li>• NE 175<sup>th</sup> Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation</li> </ul>	2035, Continued: <ul style="list-style-type: none"> <li>• Provide protected/permitted phasing for NB and SB left-turn movements at N 185<sup>th</sup> Street and Meridian Avenue N</li> <li>• Signalization of the intersections along N-NE 185<sup>th</sup> Street at 5<sup>th</sup> Avenue NE and 7<sup>th</sup> Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023</li> <li>• As traffic volumes approach the capacity of N-NE 185<sup>th</sup> Street, evaluate adding lane capacity from Aurora Avenue N to 7<sup>th</sup> Avenue NE</li> <li>• Consistent with the TMP, reconfigure the N 175<sup>th</sup> Street/Meridian Avenue N intersection</li> <li>• NE 175<sup>th</sup> Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation</li> </ul>	



	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	<p>2035, Continued:</p> <ul style="list-style-type: none"> <li>• Consistent with the TMP, add bicycle lanes along 1<sup>st</sup> Avenue NE from the 195<sup>th</sup> Street trail to NE 185<sup>th</sup> Street</li> <li>• Consistent with the TMP, reconstruct 5<sup>th</sup>/7<sup>th</sup> Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175<sup>th</sup> Street NE to NE 185<sup>th</sup> Street and 5<sup>th</sup> Avenue NE from NE 185<sup>th</sup> Street to NE 195<sup>th</sup> Street</li> <li>• Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns</li> <li>• Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes</li> <li>• Consistent w/ TMP, install sidewalks on both sides of 10<sup>th</sup> Avenue NE from NE 175<sup>th</sup> St to NE 195<sup>th</sup> St</li> </ul>	<p>2035, Continued:</p> <ul style="list-style-type: none"> <li>• Consistent with the TMP, add bicycle lanes along 1<sup>st</sup> Avenue NE from the 195<sup>th</sup> Street trail to NE 185<sup>th</sup> Street</li> <li>• Consistent with the TMP, reconstruct 5<sup>th</sup>/7<sup>th</sup> Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175<sup>th</sup> Street NE to NE 185<sup>th</sup> Street and 5<sup>th</sup> Avenue NE from NE 185<sup>th</sup> Street to NE 195<sup>th</sup> Street</li> <li>• Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns</li> <li>• Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes</li> <li>• Consistent w/ TMP, install sidewalks on both sides of 10<sup>th</sup> Avenue NE from NE 175<sup>th</sup> St to NE 195<sup>th</sup> St</li> </ul>	<p>2035, Continued:</p> <ul style="list-style-type: none"> <li>• Consistent with the TMP, add bicycle lanes along 1<sup>st</sup> Avenue NE from the 195<sup>th</sup> Street trail to NE 185<sup>th</sup> Street</li> <li>• Consistent with the TMP, reconstruct 5<sup>th</sup>/7<sup>th</sup> Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175<sup>th</sup> Street NE to NE 185<sup>th</sup> Street and 5<sup>th</sup> Avenue NE from NE 185<sup>th</sup> Street to NE 195<sup>th</sup> Street</li> <li>• Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns</li> <li>• Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes</li> <li>• Consistent w/ TMP, install sidewalks on both sides of 10<sup>th</sup> Avenue NE from NE 175<sup>th</sup> St to NE 195<sup>th</sup> St</li> </ul>	

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	<p>2035, Continued:</p> <ul style="list-style-type: none"> <li>• Consistent with the TMP, install sidewalks on both sides of NE 180<sup>th</sup> Street from 15<sup>th</sup> to 10<sup>th</sup> Ave NE</li> <li>• Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station</li> <li>• Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood</li> <li>• Work with Sound Transit on the N-NE 185<sup>th</sup> Street bridge improvements with a focus on multi-modal access and safety</li> </ul>	<p>2035, Continued:</p> <ul style="list-style-type: none"> <li>• Consistent with the TMP, install sidewalks on both sides of NE 180<sup>th</sup> Street from 15<sup>th</sup> to 10<sup>th</sup> Ave NE</li> <li>• Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station</li> <li>• Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood</li> <li>• Work with Sound Transit on the N-NE 185<sup>th</sup> Street bridge improvements with a focus on multi-modal access and safety</li> </ul>	<p>2035, Continued:</p> <ul style="list-style-type: none"> <li>• Consistent with the TMP, install sidewalks on both sides of NE 180<sup>th</sup> Street from 15<sup>th</sup> to 10<sup>th</sup> Ave NE</li> <li>• Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station</li> <li>• Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood</li> <li>• Work with Sound Transit on the N-NE 185<sup>th</sup> Street bridge improvements with a focus on multi-modal access and safety</li> </ul>	

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	<p>2035, Continued: Parking management strategies:</p> <ul style="list-style-type: none"> <li>• Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers</li> <li>• Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use</li> <li>• Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking</li> <li>• Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply</li> </ul>	<p>2035, Continued: Parking management strategies:</p> <ul style="list-style-type: none"> <li>• Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers</li> <li>• Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use</li> <li>• Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking</li> <li>• Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply</li> </ul>	<p>2035, Continued: Parking management strategies:</p> <ul style="list-style-type: none"> <li>• Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers</li> <li>• Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use</li> <li>• Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking</li> <li>• Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply</li> </ul>	

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	<p>2035, Continued: Parking management strategies:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul> <p>Traffic calming:</p> <ul style="list-style-type: none"> <li>• Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program</li> </ul> <p>Transit service improvements:</p> <ul style="list-style-type: none"> <li>• As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185<sup>th</sup> Street corridor to ensure transit vehicles can operate efficiently through the study area.</li> </ul>	<p>2035, Continued: Parking management strategies:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul> <p>Traffic calming:</p> <ul style="list-style-type: none"> <li>• Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program</li> </ul> <p>Transit service improvements:</p> <ul style="list-style-type: none"> <li>• As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185<sup>th</sup> Street corridor to ensure transit vehicles can operate efficiently through the study area.</li> </ul>	<p>2035, Continued: Parking management strategies:</p> <ul style="list-style-type: none"> <li>• If existing parking facilities are being used efficiently, City or property owners may consider adding more off-street parking to ease the pressure on the on-street supply</li> </ul> <p>Traffic calming:</p> <ul style="list-style-type: none"> <li>• Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program</li> </ul> <p>Transit service improvements:</p> <ul style="list-style-type: none"> <li>• As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185<sup>th</sup> Street corridor to ensure transit vehicles can operate efficiently through the study area.</li> </ul>	

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	<p>2035, Continued: Transit service improvements:</p> <ul style="list-style-type: none"> <li>• Strategies the city may employ include construction of signal priority systems, queue jumps and bus bulbs.</li> <li>• Target potential chokepoints along N-NE 185<sup>th</sup> Street for these improvements, such as Meridian Avenue N and/or 5<sup>th</sup> Avenue NE.</li> <li>• Evaluate the potential signalization of NE 185<sup>th</sup> Street and 7<sup>th</sup> Avenue NE to allow for efficient access of busses into and out of the light rail station.</li> </ul> <p>Pedestrian &amp; Bicycle Facilities (In addition to above):</p> <ul style="list-style-type: none"> <li>• Evaluate potential improvements on N-NE 185<sup>th</sup> from the Interurban Trail to the station including cycle tracks</li> <li>• Coordinate with Sound Transit on bike facilities at the station</li> </ul>	<p>2035, Continued: Transit service improvements:</p> <ul style="list-style-type: none"> <li>• Strategies the city may employ include construction of signal priority systems, queue jumps and bus bulbs.</li> <li>• Target potential chokepoints along N-NE 185<sup>th</sup> Street for these improvements, such as Meridian Avenue N and/or 5<sup>th</sup> Avenue NE.</li> <li>• Evaluate the potential signalization of NE 185<sup>th</sup> Street and 7<sup>th</sup> Avenue NE to allow for efficient access of busses into and out of the light rail station.</li> </ul> <p>Pedestrian &amp; Bicycle Facilities (In addition to above):</p> <ul style="list-style-type: none"> <li>• Evaluate potential improvements on N-NE 185<sup>th</sup> from the Interurban Trail to the station including cycle tracks</li> <li>• Coordinate with Sound Transit on bike facilities at the station</li> </ul>	<p>2035, Continued: Transit service improvements:</p> <ul style="list-style-type: none"> <li>• Strategies the city may employ include construction of signal priority systems, queue jumps and bus bulbs.</li> <li>• Target potential chokepoints along N-NE 185<sup>th</sup> Street for these improvements, such as Meridian Avenue N and/or 5<sup>th</sup> Avenue NE.</li> <li>• Evaluate the potential signalization of NE 185<sup>th</sup> Street and 7<sup>th</sup> Avenue NE to allow for efficient access of busses into and out of the light rail station.</li> </ul> <p>Pedestrian &amp; Bicycle Facilities (In addition to above):</p> <ul style="list-style-type: none"> <li>• Evaluate potential improvements on N-NE 185<sup>th</sup> from the Interurban Trail to the station including cycle tracks</li> <li>• Coordinate with Sound Transit on bike facilities at the station</li> </ul>	

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	<p>2035, Pedestrian and Bicycle Facilities, Continued:</p> <ul style="list-style-type: none"> <li>• Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects</li> <li>• Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195<sup>th</sup> Street pedestrian and bicycle bridge to the station</li> <li>• See Perkins Way recommendation above</li> <li>• Install bike lanes on 10<sup>th</sup> Avenue NE</li> <li>• Consider opportunity to implement bike sharing program and additional bike storage near station</li> </ul>	<p>2035, Pedestrian and Bicycle Facilities, Continued:</p> <ul style="list-style-type: none"> <li>• Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects</li> <li>• Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195<sup>th</sup> Street pedestrian and bicycle bridge to the station</li> <li>• See Perkins Way recommendation above</li> <li>• Install bike lanes on 10<sup>th</sup> Avenue NE</li> <li>• Consider opportunity to implement bike sharing program and additional bike storage near station</li> </ul>	<p>2035, Pedestrian and Bicycle Facilities, Continued:</p> <ul style="list-style-type: none"> <li>• Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects</li> <li>• Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195<sup>th</sup> Street pedestrian and bicycle bridge to the station</li> <li>• See Perkins Way recommendation above</li> <li>• Install bike lanes on 10<sup>th</sup> Avenue NE</li> <li>• Consider opportunity to implement bike sharing program and additional bike storage near station</li> </ul>	



	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	<p>To Serve Build-Out Growth:</p> <ul style="list-style-type: none"> <li>• Additional through-lanes along N/NE 185<sup>th</sup> Street from 10<sup>th</sup> Avenue NE to Aurora Avenue N</li> <li>• Additional right-turn pockets for the eastbound and westbound approaches along N 185<sup>th</sup> Street at the intersection with Meridian Avenue N</li> <li>• Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175<sup>th</sup> Street and N 205<sup>th</sup> Street with a right-turn pocket on the northbound approach to N 185<sup>th</sup> Street</li> <li>• Dual left-turn pockets for the southbound approach at 1<sup>st</sup> Avenue NE and NE 185<sup>th</sup> Street</li> <li>• Right-turn pocket for the westbound approach at 5<sup>th</sup> Avenue NE and NE 185<sup>th</sup> Street</li> </ul>	<p>To Serve Build-Out Growth:</p> <ul style="list-style-type: none"> <li>• Additional through-lanes along N/NE 185<sup>th</sup> Street from 10<sup>th</sup> Avenue NE to Aurora Avenue N</li> <li>• Additional right-turn pockets for the eastbound and westbound approaches along N 185<sup>th</sup> Street at the intersection with Meridian Avenue N</li> <li>• Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175<sup>th</sup> Street and N 205<sup>th</sup> Street with a right-turn pocket on the northbound approach to N 185<sup>th</sup> Street</li> <li>• Dual left-turn pockets for the southbound approach at 1<sup>st</sup> Avenue NE and NE 185<sup>th</sup> Street</li> <li>• Right-turn pocket for the westbound approach at 5<sup>th</sup> Avenue NE and NE 185<sup>th</sup> Street</li> </ul>	<p>To Serve Build-Out Growth:</p> <ul style="list-style-type: none"> <li>• Additional through lanes in the EB and WB direction along NE 185<sup>th</sup> street from Aurora</li> <li>• Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175<sup>th</sup> Street and N 205<sup>th</sup> Street if transportation demand strategies are unsuccessful</li> <li>• Right-turn lane for westbound approach at N 175<sup>th</sup> Street and Meridian Avenue N</li> <li>• Right-turn lane for the northbound approach at N 175<sup>th</sup> Street and Meridian Avenue N</li> <li>• Signalization of the following intersections:                             <ul style="list-style-type: none"> <li>○ NE 185<sup>th</sup> Street and 5<sup>th</sup> Avenue NE</li> <li>○ NE 185<sup>th</sup> Street and 7<sup>th</sup> Avenue NE</li> </ul> </li> </ul>	

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	<p>To Serve Build-Out, Cont'd:</p> <ul style="list-style-type: none"> <li>• Two-way left-turn lane along 5<sup>th</sup> Avenue NE between NE 175<sup>th</sup> Street and NE 185<sup>th</sup> Street</li> <li>• Dual left-turn pocket for eastbound approach at 15<sup>th</sup> Avenue NE and NE 175<sup>th</sup> Street</li> <li>• Northbound right-turn lane at N 175<sup>th</sup> Street and Meridian Avenue N</li> <li>• Signalization of the following intersections:                             <ul style="list-style-type: none"> <li>○ NE 185<sup>th</sup> Street and 5<sup>th</sup> Avenue NE</li> <li>○ NE 185<sup>th</sup> Street and 7<sup>th</sup> Avenue NE</li> <li>○ NE 185<sup>th</sup> Street and 10<sup>th</sup> Avenue NE</li> </ul> </li> <li>• Signalization or roundabout conversion of the following intersection:                             <ul style="list-style-type: none"> <li>○ NE 180<sup>th</sup> Street and 10<sup>th</sup> Avenue NE</li> </ul> </li> </ul>	<p>To Serve Build-Out, Cont'd:</p> <ul style="list-style-type: none"> <li>• Two-way left-turn lane along 5<sup>th</sup> Avenue NE between NE 175<sup>th</sup> Street and NE 185<sup>th</sup> Street</li> <li>• Dual left-turn pocket for eastbound approach at 15<sup>th</sup> Avenue NE and NE 175<sup>th</sup> Street</li> <li>• Northbound right-turn lane at N 175<sup>th</sup> Street and Meridian Avenue N</li> <li>• Signalization of the following intersections:                             <ul style="list-style-type: none"> <li>○ NE 185<sup>th</sup> Street and 5<sup>th</sup> Avenue NE</li> <li>○ NE 185<sup>th</sup> Street and 7<sup>th</sup> Avenue NE</li> <li>○ NE 185<sup>th</sup> Street and 10<sup>th</sup> Avenue NE</li> </ul> </li> <li>• Signalization or roundabout conversion of the following intersection:                             <ul style="list-style-type: none"> <li>○ NE 180<sup>th</sup> Street and 10<sup>th</sup> Avenue NE</li> </ul> </li> </ul>	<p>To Serve Build-Out, Cont'd:</p> <ul style="list-style-type: none"> <li>• Signalization or roundabout conversion of the following intersections:                             <ul style="list-style-type: none"> <li>• NE 185<sup>th</sup> Street and 10<sup>th</sup> Avenue NE</li> <li>• NE 180<sup>th</sup> Street and 10<sup>th</sup> Avenue NE</li> </ul> </li> <li>• Widening of the intersection of 5<sup>th</sup> Avenue NE and NE 175<sup>th</sup> Street to facilitate bus turns from EB NE 175<sup>th</sup> St to NB 5<sup>th</sup> Avenue NE. Only smaller buses can make the turn today.</li> <li>• NE 175<sup>th</sup> Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation</li> </ul> <p>Other Mitigation Measures:</p> <ul style="list-style-type: none"> <li>• Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program</li> </ul>	

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.3 Multimodal Transportation</b>	<p>To Serve Build-Out, Cont'd:</p> <ul style="list-style-type: none"> <li>Widening of the 5<sup>th</sup> Avenue NE and NE 175<sup>th</sup> Street intersection to facilitate bus turns from EB NE 175<sup>th</sup> St to NB 5<sup>th</sup> Avenue NE. Only smaller buses can make the turn today</li> <li>NE 175<sup>th</sup> Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation</li> </ul> <p>Other Mitigation Measures:</p> <ul style="list-style-type: none"> <li>Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program</li> <li>Continue to support transit service mitigation measures as needed</li> <li>Implement programs such as bike sharing and car sharing programs working with service providers</li> <li>Continue to require and</li> </ul>	<p>To Serve Build-Out, Cont'd:</p> <ul style="list-style-type: none"> <li>Widening of the 5<sup>th</sup> Avenue NE and NE 175<sup>th</sup> Street intersection to facilitate bus turns from EB NE 175<sup>th</sup> St to NB 5<sup>th</sup> Avenue NE. Only smaller buses can make the turn today</li> <li>NE 175<sup>th</sup> Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation</li> </ul> <p>Other Mitigation Measures:</p> <ul style="list-style-type: none"> <li>Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program</li> <li>Continue to support transit service mitigation measures as needed</li> <li>Implement programs such as bike sharing and car sharing, working with service providers</li> <li>Continue to require and</li> </ul>	<p>Other Mitigation Measures, to Serve Build-Out, Cont'd:</p> <ul style="list-style-type: none"> <li>Continue to support transit service mitigation measures as needed</li> <li>Implement programs such as bike sharing and car sharing, working with service providers</li> <li>Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program</li> <li>Continue to support transit service mitigation measures as needed</li> <li>Implement programs such as bike sharing and car sharing , working with service providers</li> <li>Continue to require and implement pedestrian and bicycle facilities and improvements</li> </ul>	

	implement pedestrian and bicycle facilities and improvements	implement pedestrian and bicycle facilities and improvements		
--	--	--	--	--

	<b>Alternative 4—Preferred Alternative</b>	<b>Alternative 3—Previous Most Growth</b>	<b>Alternative 2—Some Growth</b>	<b>Alternative 1—No Action</b>
--	--	---	----------------------------------	--------------------------------

**SUMMARY OF IMPACTS**

<p><b>3.4 Public Services</b></p> <p><b>SCHOOLS</b> Note: student population numbers shown are total, from existing and new households, and based on current ratio of students at each level</p> <p><b>PARKS, RECREATION, AND OPEN SPACE</b> Note: Neighborhood parks can range in size from less than one acre to five acres or more and are meant to serve populations located within one-half mile.</p>	<p>By 2035: 723-893 elementary students 223-276 middle school students 522-646 high school students</p> <p>At Build-Out: 7,891 elementary students 2,439 middle school students 5,703 high school students</p> <p>By 2035: Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park</p> <p>At Build-Out: Would generate demand for nine to ten new neighborhood parks and possibly other facilities to be monitored and evaluated over time</p>	<p>By 2035: 723-893 elementary students 223-276 middle school students 522-646 high school students</p> <p>At Build-Out: 2,526 elementary students 780 middle school students 1,825 high school students</p> <p>By 2035: Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park</p> <p>At Build-Out: Would generate demand for six new neighborhood parks and possibly other facilities to be monitored and evaluated over time</p>	<p>By 2035: 723-893 elementary students 223-276 middle school students 522-646 high school students</p> <p>At Build-Out: 1,185 elementary students 366 middle school students 857 high school students</p> <p>By 2035: Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park</p> <p>At Build-Out: Would generate demand for two new neighborhood parks</p>	<p>By 2035: 591 elementary students 183 middle school students 427 high school students</p> <p>By 2035: Current level of parks, recreation, and open space would serve 20-year growth</p>
--	---	---	---	---

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>SUMMARY OF IMPACTS, CONTINUED</b>				
<b>3.4 Public Services</b>	By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space	By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space	By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space	By 2035: One new commissioned officer, as well as more equipment, vehicles and facilities/space
	<b>POLICE</b>			
	At Build-Out Up to 41 new commissioned officers, as well as more equipment, vehicles and facilities/space	At Build-Out: Up to 25 new commissioned officers, as well as more equipment, vehicles and facilities/space	At Build-Out: Up to 8 new commissioned officers, as well as more equipment, vehicles and facilities/space	
	<b>FIRE AND EMERGENCY SERVICES</b>			
	By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase)	By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase)	By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase)	By 2035: 79 to 99 additional annual calls (staff, equipment, and facilities to support increase)
	At Build-Out: Increase to an additional 4,859 to 6,089 annual calls	At Build-Out: Increase to an additional 2,937 to 3,671 annual calls	At Build-Out: Increase to an additional 957 to 1,196 annual calls	
<b>SOLID WASTE</b>				
*Residents and employees	By 2035: 3,418 to 6,327 more people;* 32,813 to 60,739 additional pounds of waste management per week	By 2035: 3,418 to 6,327 more people;* 32,813 to 60,739 additional pounds of waste management per week	By 2035: 3,418 to 6,327 more people;* 32,813 to 60,739 additional pounds of waste management per week	By 2035: 616 more people;* 5,914 additional pounds of waste management per week
**Based on current waste generation levels; likely to be lower in coming decades.	At Build-Out: 62,477 more people;* 599,779 additional pounds of waste management per week**	At Build-Out: 55,973 more people;* 537,341 additional pounds of waste management per week**	At Build-Out: 17,868 more people;* 171,533 additional pounds of waste management per week**	

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>SUMMARY OF IMPACTS, CONTINUED</b>				
<b>3.4 Public Services</b>				
<b>CITY/MUNICIPAL SERVICES</b>	<p>By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees</p> <p>At Build-Out: 48,585 more people would require 122 FTE City employees</p>	<p>By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees</p> <p>At Build-Out: 29,371 more people would require 74 FTE City employees</p>	<p>By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees</p> <p>At Build-Out: 9,566 more people would require 24 FTE City employees</p>	<p>By 2035: 790 more people would require 1.99 FTE City employees</p>
<b>MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES</b>	<p>By 2035: 5.3 percent to 9.9 percent increase in demand for services</p> <p>At Build-Out: 88.7 percent increase in demand for services; a new library or satellite library may be needed</p>	<p>By 2035: 5.3 percent to 9.9 percent increase in demand for services</p> <p>At Build-Out: 53.6 percent increase in demand for services; a new satellite library may be needed</p>	<p>By 2035: 5.3 percent to 9.9 percent increase in demand for services</p> <p>At Build-Out: 17.5 percent increase in demand for services; a new satellite library may be needed</p>	<p>By 2035: 1.4 percent increase in demand for services</p>



	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES</b>				
<b>3.4 Public Services</b>  <b>SCHOOLS</b>  <b>PARKS, RECREATION, AND OPEN SPACE</b>  <b>POLICE</b>  <b>FIRE AND EMERGENCY SERVICES</b>  <b>SOLID WASTE</b>  <b>CITY/MUNICIPAL SERVICES</b>  <b>MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES</b>	<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— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>SUMMARY OF IMPACTS</b>				
<b>3.5 Utilities</b>	At Build-Out:	At Build-Out:	At Build-Out:	At Build-Out:
<b>WATER</b>	5,120,637 total gallons per day Compared to 669,180 current usage	4,136,504 total gallons per day compared to 669,180 current usage	1,942,446 total gallons per day compared to 669,180 current usage	746,595 gallons per day compared to 669,180 current usage
<b>WASTEWATER</b>	661% increase in demand for service compared to current service level	508% increase in demand for service compared to current service level	92% increase in demand for service compared to current service level	11% increase in demand for service compared to current service level
<b>SURFACE WATER</b>	37% increase in surface water/303.10 cfs	21% increase in surface water/271.60 cfs	12% increase in surface water/250.58 cfs	Minimal increase in surface water/224.70 cfs
<b>ELECTRICITY</b>	699% increase in demand for electricity; undergrounding	611% increase in demand for electricity; undergrounding	234% increase in demand for electricity; undergrounding	135% increase in demand for electricity
<b>NATURAL GAS</b>	Major increase in demand	Major increase in demand	Moderate increase in demand	Minor increase in demand
<b>COMMUNICATIONS (Phone, Internet, Cable)</b>	Major increase in demand	Major increase in demand	Moderate increase in demand	Minor increase in demand
Note: 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.				

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES</b>				
<p><b>3.5 Utilities</b></p> <p><b>WATER</b></p> <p>See FEIS for a more detailed description of water system improvement needs.</p>	<p>By 2035:</p> <ul style="list-style-type: none"> <li>Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning</li> <li>Evaluate/verify long-term storage and facilities needs</li> <li>Upgrade 8,610 linear feet (LF) of 12” water mains, valves, and hydrants in the North City Water District</li> <li>Upgrade 3,030 LF of 12” water mains and 1,480 of 8” water mains, as well as valves and hydrants in the Seattle Public Utilities (SPU) system</li> </ul> <p>To Serve Build-Out:</p> <ul style="list-style-type: none"> <li>Upgrade 36,969 LF of 12” and 317 LF 8” mains, as well as valves &amp; hydrants in the North City Water District</li> </ul>	<p>By 2035:</p> <ul style="list-style-type: none"> <li>Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning</li> <li>Evaluate/verify long-term storage and facilities needs</li> <li>Upgrades would be needed to a similar level as under Alternative 4; work with service providers to confirm</li> </ul> <p>To Serve Build-Out:</p> <ul style="list-style-type: none"> <li>Upgrades would be needed to a similar level as under Alternative 4; work with service providers to confirm</li> </ul>	<p>By 2035:</p> <ul style="list-style-type: none"> <li>Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning</li> <li>Evaluate/verify long-term storage and facilities needs</li> <li>Less upgrades would be needed than under Alternative 4 or 3; work with service providers to confirm</li> </ul> <p>To Serve Build-Out:</p> <ul style="list-style-type: none"> <li>Less upgrades would be needed than under Alternative 4 or 3; work with service providers to confirm</li> </ul>	<p>By 2035:</p> <ul style="list-style-type: none"> <li>Utility providers would need to implement already planned improvements</li> </ul>

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<p><b>3.5 Utilities</b></p> <p><b>WASTEWATER</b></p> <p>See FEIS for a more detailed description of wastewater system and surface water system improvement needs.</p> <p><b>SURFACE WATER</b></p>	<p>To Serve Build-Out, Continued:</p> <ul style="list-style-type: none"> <li>Upgrade 30,515 LF of 12” and 5,485 LF of 8” mains, as well as valves and hydrants in the SPU system</li> </ul> <p>By 2035:</p> <ul style="list-style-type: none"> <li>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</li> <li>Upgrade 9,450 LF of 18” or larger mains, and 648 LF of 12” to 15” mains; upsize lift station #15</li> </ul> <p>To Serve Build-Out:</p> <ul style="list-style-type: none"> <li>As the service provider, the City would need to upgrade 30,777 LF of 18” or larger and 26,584 LF of 12” to 15” mains and other facilities</li> <li>Upsize Lift Stations # 8, 14, and 15</li> <li>Implement already planned</li> </ul>	<p>By 2035:</p> <ul style="list-style-type: none"> <li>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</li> <li>Less upgrades would be needed than Alternative 4; work with service provider to confirm</li> </ul> <p>To Serve Build-Out:</p> <ul style="list-style-type: none"> <li>Upgrade 19,093 LF of 18” or larger and 11,314 of 12” to 15” mains and other facilities</li> <li>Upsize Lift Stations # 8, 14, and 15</li> </ul> <p>By 2035:</p> <ul style="list-style-type: none"> <li>As the service provider, the City would need to implement already planned improvements, including comprehensive plan items and update plans to address potential growth</li> </ul>	<p>By 2035:</p> <ul style="list-style-type: none"> <li>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</li> <li>Less upgrades would be needed than under Alternative 4 or 3; work with service provider to confirm</li> </ul> <p>To Serve Build-Out:</p> <ul style="list-style-type: none"> <li>Upgrade 11,230 LF of 12” to 15” mains and other facilities</li> <li>Upsize Lift Stations #15</li> </ul> <p>By 2035:</p> <ul style="list-style-type: none"> <li>As the service provider the City would need to implement already planned improvements, including comprehensive plan items; update plans to address potential growth</li> </ul>	<p>By 2035:</p> <ul style="list-style-type: none"> <li>Utility providers would need to implement already planned improvements</li> </ul> <p>By 2035:</p> <ul style="list-style-type: none"> <li>As the service provider the City would need to implement already planned improvements, including comprehensive plan items</li> </ul>

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<p><b>3.5 Utilities</b></p> <p><b>SURFACE WATER, CONTINUED</b></p> <p>See FEIS for more detailed descriptions.</p>	<p>By 2035:</p> <p>improvements, including comprehensive plan items and update plans</p> <ul style="list-style-type: none"> <li>• Upgrade 2,617 LF of 24” pipe, 20,422 of 18” pipe, and 4,257 of 12” pipe</li> <li>• Upsize MC03 pump station</li> <li>• Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by DOE</li> <li>• Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment</li> </ul> <p>To Serve Build-Out</p> <ul style="list-style-type: none"> <li>• Upgrade 4,317 LF of 24” pipe, 35,673 of 18” pipe, and 11,302 of 12” pipe</li> <li>• Upsize MC03 &amp; Serpentine pump stations</li> <li>• Continue to encourage greater levels of LID and green stormwater infrastructure than required</li> </ul>	<p>By 2035:</p> <ul style="list-style-type: none"> <li>• Less upgrades would be needed than Alternative 4; more than Alternative 2</li> <li>• Upsize MC03 pump station</li> <li>• Encourage and implement low impact development and green stormwater infrastructure to higher level than required by DOE</li> <li>• Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment</li> </ul> <p>To Serve Build-Out</p> <ul style="list-style-type: none"> <li>• Upgrade 17,251 LF of 18” and 22,136 LF of 12” pipe</li> <li>• Upsize MC03 &amp; Serpentine pump stations</li> <li>• Continue to encourage greater levels of LID and green stormwater infrastructure than required</li> <li>• Implement sub-basin/regional facilities (lower level needed)</li> </ul>	<p>By 2035:</p> <ul style="list-style-type: none"> <li>• Less upgrades would be needed than Alternative 4 or 3</li> <li>• Upsize MC03 pump station</li> <li>• Encourage and implement low impact development and green stormwater infrastructure to higher level than required by DOE</li> <li>• Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment</li> </ul> <p>To Serve Build-Out</p> <ul style="list-style-type: none"> <li>• Upgrade 8,700 LF of 18” and 15,261 LF of 12” pipe</li> <li>• Upsize MC03 pump station</li> <li>• Continue to encourage greater levels of LID and green stormwater infrastructure than required</li> <li>• Implement sub-basin/regional facilities (lower level needed)</li> </ul>	<p>By 2035:</p>

	Alternative 4— Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
<b>MITIGATION MEASURES, CONTINUED</b>				
<b>3.5 Utilities</b>	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
<b>ELECTRICITY</b>	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	
<b>NATURAL GAS</b>	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	
<b>COMMUNICATIONS (Phone, Internet, Cable)</b>	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	





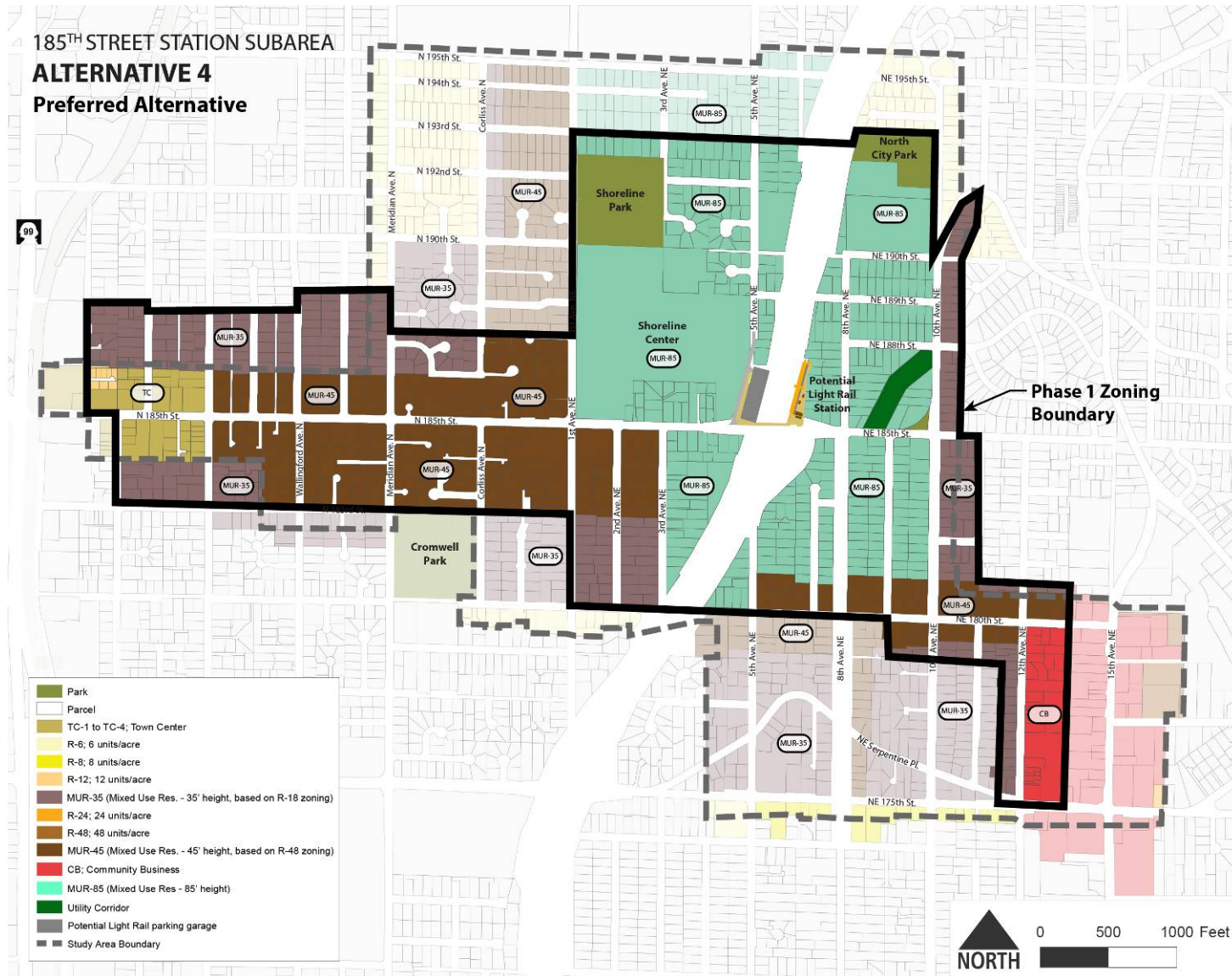


Figure 2: Alternative 4—Preferred Alternative, Phase 1 Zoning Area





## MUR 85

**MIXED-USE RESIDENTIAL—85 FOOT HEIGHT LIMIT:** This zone would allow building heights of 85 feet (generally 7 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. It should be noted that this density is unlikely to be supported by current market forces, and as such, it may be some time before this building type would be developed in the subarea.

Figure 3a: Examples of Housing Styles Allowed under MUR-85' Zoning



## MUR 45

**MIXED-USE RESIDENTIAL—45 FOOT HEIGHT LIMIT:** Similar to the existing zoning category R-48 that allows 48 dwelling units per acre, this zone would allow multi-family building types. The height limit for MUR-45 would be 45 feet (differing from the height limit of R-48, which currently varies from 40 feet if adjacent to single family zones, 50 feet if adjacent to multi-family zones, and 60 feet with a Conditional Use Permit). Because building heights have been identified through public involvement as a concern in the station subarea, the new MUR-45 zone would be limited to 45 feet regardless of adjacent zoning, which equates to a 4-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, and single family homes could be converted to commercial and professional office uses like in MUR-35.

Figure 3b: Examples of Housing Styles Allowed under MUR-45' Zoning





## MUR 35

**MIXED-USE RESIDENTIAL—35 FOOT HEIGHT LIMIT:**

Similar to the existing zoning category R-18 that allows 18 dwelling units per acre, 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 not identified as "local." These types of buildings might include live/work lofts, professional offices, and 3-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.

Figure 3c: Examples of Housing Styles Allowed under MUR-35' Zoning

PRELIMINARY



Hanmi Global Partner

[www.otak.com](http://www.otak.com)