

Chapter 1

Environmental Summary

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Chapter 1—Environmental Summary

1.1 Introduction

This chapter summarizes the background, purpose, and location of the Planned Action subarea, mitigation measures, and significant avoidable adverse impacts identified as a result of this Draft Environmental Impact Statement (DEIS) for the 185th Street Station Subarea Plan. The State Environmental Policy Act (SEPA) process is further described below in Section 1.3 and in Chapter 2. The summary in this chapter is intentionally brief. Readers should consult individual sections in Chapter 3 of this DEIS for detailed information concerning the affected environment, impacts, and mitigation measures.

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

1.2.1 Purpose and Background

In spring of 2013, the City of Shoreline entered into community-based visioning and planning to address future land use, transportation, and neighborhood enhancements in the community's light rail station subareas at NE 185th and NE 145th Streets along Interstate 5 (I-5). This DEIS analyzes alternatives associated with the NE 185th Street Station Subarea. The 185th Street Station Subarea Plan is being shaped by public and

stakeholder engagement and will result in a plan for transit-oriented land uses and zoning provisions in the subarea as well as supporting public space enhancements, multi-modal transportation and utility system improvements, and other public infrastructure and amenities associated with the plan.

The City's station subarea planning process is guided by Framework Policies adopted by the City Council in May 2012 as well as specific policies of the Land Use Element (LU20-LU43) adopted into the Comprehensive Plan in December 2012. Other policies and provisions of the City of Shoreline's Comprehensive Plan, as well as citizen visioning work that culminated in Vision 2029, and adopted plans such as the Transportation Master Plan also serve as a foundation for the station subarea plan and will be integrated into the plan as applicable.

The City will adopt the 185th Street Station Subarea Plan and a supporting Planned Action Ordinance and amend its current Comprehensive Plan and the Shoreline Municipal Code, including the Development Code (Title 20), as appropriate to support the adopted subarea plan and ordinance. Adoption of the Planned Action Ordinance would streamline environmental review for redevelopment consistent with the station subarea plan and regulations, in accordance with the State Environmental Policy Act (SEPA) rules.

With the adoption of the Planned Action Ordinance and subsequent implementation, over the next several decades, neighborhoods in the subarea would attract a vibrant mix of land uses that offer additional housing choices, businesses serving the neighborhood, jobs, and recreation opportunities, as well as other services to support new growth. In the vicinity of the new

light rail station, redevelopment would create a transit-oriented mix of land uses, increasing the number of residents living in proximity to the station to maximize ridership.

1.2.2 Location

Through a separate public process for the Lynnwood Link Extension, which included development of a DEIS, Sound Transit identified NE 185th Street on the east side of Interstate 5 (I-5), north of the overpass, as the preferred location for one of the two light rail stations to potentially be built in Shoreline. A park-and-ride structure, also to be constructed by Sound Transit, would be potentially located on the west side of I-5, also north of the 185th Street overpass. The City of Shoreline supports this proposed station location as Sound Transit's preferred alternative for the Lynnwood Link Extension, and identifies the location in the City's Comprehensive Plan Land Use Map.

For the purposes of developing the 185th Street Station Subarea Plan and completing environmental analysis for this DEIS, the City of Shoreline Planning Commission determined study area boundaries through considerations of factors such as policy direction, topography, ability to walk and bike to and from the station, and other existing conditions and influencing factors. The Planning Commission recommended using two study areas with separate boundary lines for the 185th Street Station Subarea Plan, and for this DEIS, the subarea is defined by these two study area boundaries, one that delineates a land use focus and the other that delineates a mobility (multi-modal transportation) focus. These study area boundaries were then reviewed and adopted by City Council.

Refer to **Figures 1-1 and 1-2** at the end of this chapter for depictions of the study area boundaries surrounding the 185th light rail station location. Together, the two study areas make up the “subarea” that is the focus of this planning process. The rectangular-shaped subarea includes portions of the Echo Lake, Meridian Park, and North City Neighborhoods of Shoreline and borders the north boundary of the Ridgecrest Neighborhood. N/NE 185th Street serves as a central west to east spine of the subarea from the Aurora Avenue N (State Route/SR 99) corridor at Shoreline's Town Center to the 15th Avenue NE corridor at the North City subarea. The 185th Street Station Subarea extends approximately one-half mile to the north and south of the 185th corridor.

1.2.3 Regional Planning Context

Shoreline is part of the Seattle metropolitan area. In anticipation of the region's growth, Sound Transit received voter approval to plan and extend light rail service from Seattle to Lynnwood, via the Lynnwood Link Extension north of Northgate, with two stops in Shoreline. Light rail represents a significant change to transit service in the region and Shoreline and provides additional opportunities for residents to connect to regional destinations. In addition to expanded transportation options, redevelopment in station areas will provide opportunities for redevelopment that is transit supportive and provides residents with a greater variety of services, housing choices, and amenities than currently exist.

Overall, the central Puget Sound region is making a voter approved \$25 billion investment in regional rapid transit. Planning in light rail station areas is consistent with regional planning initiatives, including the Growing Transit Communities

Partnership administered by Puget Sound Regional Council, which is designed to help make the most of the regional investment in transit by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel.

1.3 State Environmental Policy Act Process

1.3.1 Planned Action

The City of Shoreline proposes to designate the 185th Street Station Subarea Plan as a Planned Action, pursuant to SEPA and implementing rules. According to the Washington Administrative Code (WAC) 197-11-164, a Planned Action is characterized by the following:

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

- Consistent with an adopted comprehensive plan (but comprehensive plan and code provisions may be amended as part of the process of adopting the Planned Action).

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

The Final Environmental Impact Statement (FEIS) will identify a Preferred Alternative that will be the basis of the Planned Action Ordinance, along with a maximum level of growth allowed within the 185th Street Station Subarea. Consistency with this limit would be ensured through monitoring of incoming redevelopment applications and their approval consistent with the Subarea Plan, Planned Action Ordinance, and other applicable City of Shoreline regulations.

1.3.2 Prior Environmental Review

While SEPA analysis related to specific land use and zoning changes in the 185th Street Station Subarea was not conducted as part of Sound Transit's July 2013 Lynnwood Link Extension DEIS, Sound Transit analyzed conditions in the subarea and surrounding areas that would be affected by the construction of light rail

station and supporting facilities. Several topics and areas of analysis in the Sound Transit DEIS also are relevant to this DEIS for the 185th Street Station Subarea. In addition, the City of Shoreline Comprehensive Plan, Town Center Subarea Plan, North City Sub-Area Plan, all developed in accordance with SEPA, contain information relevant to the 185th Street Station Subarea. Where appropriate, relevant information found in these prior environmental and planning documents is referenced and considered in this DEIS.

1.4 Organization of this Document

This DEIS for the 185th Street Station Subarea Planned Action is organized into the following chapters:

- **Chapter 1 – Summary:** This chapter provides a brief discussion of the Alternative 1—No Action, as well as the two action alternatives, Alternative 2—Some Growth and Alternative 3—Most Growth. This chapter also summarizes the environmental review and the public involvement processes, as well as potential environmental impacts and recommended mitigations measures associated with each alternative.
- **Chapter 2 – Alternatives:** This chapter describes proposed objectives and provides a more detailed description of Alternative 1—No Action, Alternative 2—Some Growth, and Alternative 3—Most Growth, related to the 185th Street Station Subarea. It also summarizes public review opportunities.
- **Chapter 3 – Affected Environment, Analysis of Potential Significant Impacts, and Mitigation Measures:** This chapter describes the existing conditions for each

environmental topic area and includes an analysis of the potential significant impacts associated with each EIS alternative. Recommended mitigation measures to reduce impacts to less than significant levels are also discussed.

- **Chapter 4 – References:** This chapter contains a list of all documents and personal communications referenced in the analyses contained in Chapter 3.
- **Chapter 5 – Distribution List:** This chapter contains a list of all government agencies and community groups who will receive notices of availability or copies of the DEIS.

1.5 Public and Stakeholder Involvement and the Planning Process

Public and stakeholder involvement has been an integral part of developing the 185th Street Station Subarea Plan. The City of Shoreline has created opportunities for public, stakeholder, and agency engagement, including review and comment throughout the planning and environmental review process, as follows:

- **Project Webpages.** The City has created project webpages for the subarea plan and DEIS, accessible via: www.shorelinewa.gov/lightrail. The information on the webpages provides background information on the subarea plan and DEIS, describes the schedule, and provides links to relevant documents as they are released for public review. Contact information for City staff is also provided to allow the public to submit comments or ask questions about the subarea plan and DEIS. In the future,

information related to the Planned Action Ordinance and FEIS also will be posted on the webpages.

- **Scoping Comment Period.** Public and agency comments were solicited in a 21-day scoping period from January 16, 2014 to March 6, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the EIS and offer written suggestions. The scoping notice is provided in the Appendix. Based on public and stakeholder input received, analysis of public services (including police, fire, and school services) was added to the scope of the DEIS. Surface water runoff and management also was added, as part of the Utilities section, along with habitat and vegetation considerations (see Parks, Recreation, and Open Space section).
- **Community Workshops/Public Meetings.** During the scoping period, the City also hosted a public workshop on February 20, 2014, along with several stakeholder group sessions held with interested agencies and organizations. In addition to taking comments from the public on February 20, the City answered questions about the subarea plan and EIS. In an earlier public and stakeholder workshop series held in October 2013, the City and engaged attendees in planning exercise to graphically illustrate potential options for organization of land uses in the subarea. Previous to these workshop series, the City held visioning workshops in the spring and summer of 2013 to gather public comments and ideas on the vision for the station subarea.

- **DEIS Comment Period and Public Meeting.** This DEIS was released for public review on June 9, 2014, initiating a comment period through July 10, 2014. The general public, as well as public agencies and stakeholders are invited to submit comments on the alternatives, identified environmental impacts, and mitigation measures. A public meeting will be held on June 3, 2014 to provide another opportunity to gather comments and answer questions on the DEIS. See the Fact Sheet, Page 4, for more information. The City will issue a FEIS anticipated in fall 2014 that will provide responses to comments and identifying a proposed alternative informed by comments received and analysis in the DEIS.
- **Public Hearing and Legislative Meetings.** The Planning Commission and City Council have held and will hold study sessions, hearings, and deliberations on the subarea plan development and design standards associated with the Planned Action Ordinance. Please see the City's website (www.shorelinewa.gov) for a schedule of meetings. A public hearing with the Planning Commission is scheduled for July 10, 2014, which will provide an additional opportunity to gather comments and answer questions on the DEIS. See the Fact Sheet, Page 4 for more information. City Council meetings will occur in fall 2014. Interested citizens, stakeholders, and agency representatives should check the City's website for these meeting schedules and agendas.

Figures 1.3 and 1.4 at the end of this section illustrate subarea planning process and DEIS/FEIS review process.

1.6 Objectives and Alternatives

Objectives

Washington’s State Environmental Policy Act (SEPA) requires a statement of objectives that address the purpose and need for the proposal and around which reasonable alternatives can be evaluated. The following objectives are provided to address the purpose and need for the 185th Street Station Subarea Planned Action.

- Plan for future redevelopment of the 185th Street Station Subarea in Shoreline by defining transit-oriented land use options that will increase and support the opportunity for more future and existing residents’ to conveniently access transit.
- Create a vibrant, transit-oriented station subarea that enhances neighborhood character and provides amenities such as signage and wayfinding elements, parks, open space and community gathering areas, public art, lighting, and streetscape features.
- Increase housing choices and options for all income levels, including affordable housing.
- Introduce opportunities for neighborhood business, shopping, and services.
- Encourage use of multi-modal transportation modes by:
 - Enhancing bicycle, pedestrian safety and mobility;
 - Improving local transit connections to and from the light rail station;

- Minimizing traffic impacts to surrounding neighborhoods through traffic calming, as well as improvements to intersections and streets; and
 - Identifying mechanisms to manage parking in the subarea.
- Protect environmentally sensitive areas.
 - Foster economic development.
 - Promote sustainable development by encouraging green building and green infrastructure treatments in the subarea.
 - Plan for appropriate transitions between new and existing development through a phased program for change that is compatible with the community’s vision for the subarea.

Proposed Action and Alternatives

This DEIS evaluates three alternatives that establish a range of land use patterns and development types within the 185th Street Station Subarea. These include Alternative 1—No Action, Alternative 2—Some Growth, and Alternative 3—Most Growth. For more information about land use and redevelopment characteristics related to the three alternatives, refer to Chapter 3, Section 3.1 of this DEIS. For more information about population and growth rate assumptions, refer to Chapter 3, Section 3.2.

Alternative 1—No Action

Under the Alternative 1—No Action, the 185th Street Station Subarea Plan would not be adopted, and existing planning and zoning provisions would remain. With Alternative 1—No Action,

the light rail station and park and ride structure would be constructed. However, land uses in the station subarea would not change, and there would not be opportunities for transit-oriented development that would increase the number of residents in proximity to the light rail station. Improvements and enhancements associated with new development would not occur and capital investment in the subarea would be limited.

Because property owners would still be allowed to maximize development potential under existing zoning, it is anticipated that some property owners may choose to add accessory dwelling units or increase the number of dwelling units on their existing parcels. As such, population in the subarea would be expected to increase to a total of 8,734 people within the next 20 years (by 2035 or sooner). Compared to the 2014 estimated population of the subarea of 7,944, this would be an additional 790 people. Also under Alternative 1—No Action, there would be an expected 3,639 households and 1,736 jobs within the station subarea by 2035 or sooner, compared to the 2014 levels of 3,310 households and 1,448 jobs. In summary, under Alternative 1—No Action an estimated 329 new households and 288 new jobs would be added in the subarea by 2035.

Alternative 2—Some Growth

Under Alternative 2—Some Growth, the 185th Street Station Subarea would transition from current land uses, which are predominantly single family homes, church properties, and the Shoreline Center site, to a mix of transit-oriented development land uses. The new framework for land use and supporting improvements in the station subarea would include zoning changes focused along N and NE 185th Street, 10th Avenue NE,

and NE 180th Street, connecting a corridor between Shoreline's Town Center (Aurora Avenue) and the North City District.

Alternative 2—Some Growth would increase the population to approximately 17,510 people and facilitate the opportunity for approximately 7,296 households and 9,750 jobs in the subarea, including a portion of the Town Center District and all of the North City shopping area, with full build-out of the proposed zoning. This also assumes that the Shoreline Center site is completely redeveloped to the zoned density. Growth and change would be expected to occur gradually, over many decades in the subarea. This would result in a net increase of approximately 9,566 people, 3,986 households, and 8,302 jobs in the subarea at full build-out. Based on regional growth trends, it is anticipated that full build-out would take approximately 30 to 50 years (2045 to 2065) or longer to be realized.

Alternative 3—Most Growth

Under Alternative 3—Most Growth, the 185th Street Station Subarea would transition from current land uses to a compact village of mixed land uses surrounding the light rail station. This new framework for land use and supporting improvements would involve more extensive changes in zoning (proposing higher densities and affecting a larger area than under Alternative 2) surrounding the proposed light rail station, but would still be focused generally along the N-NE 185th Street/10th Avenue NE/NE 180th Street connecting corridor.

Alternative 3—Most Growth would increase the population of the subarea to 37,315 at full build-out. This growth would facilitate the opportunity for 15,548 households and approximately 27,050

jobs in the station subarea, including a portion of the Town Center District, all of the North City shopping area, and the Shoreline Center with full build-out of the proposed zoning. This would result in a net increase of 29,371 people, 12,238 households, and 25,602 jobs in the subarea. As under Alternative 2—Some Growth, growth and change under Alternative 3—Most Growth would be expected to occur gradually, over many decades. Based on regional growth trends, it is anticipated that full build-out would take approximately 60 to 100 years (2075 to 2115) or longer to be realized.

1.7 Major Issues, Significant Areas of Controversy and Uncertainty, and Issues to be Resolved

Adoption of the 185th Street Station Subarea Planned Action will provide additional housing and employment options, increasing the number of people living and working in proximity to the light rail station. The plan will be facilitated by changes in land use and zoning, as well as development provisions such as building heights, design standards, and parking ratios. Plan and regulation changes, along with capital improvements, and other measures will support redevelopment of the area to more intensive mixed-use character consistent with the region and City's vision for light rail station areas.

The DEIS provides analysis of a reasonable range of alternatives. The City will make a determination about the Preferred Alternative based on the results of this analysis and public and agency comments received on the DEIS. The Preferred Alternative may be a hybrid of the alternatives in the DEIS, or a new

alternative. Additional analysis will be provided in the FEIS to analyze potential impacts associated with the Preferred Alternative. The FEIS also will describe specific capital improvement projects and design provisions to support implementation of the Preferred Alternative, which ultimately will become the basis for the 185th Street Station Subarea Plan.

New development would facilitate transportation improvements, along with development of parks and public spaces, and other neighborhood amenities. The station subarea would change from a predominantly single family neighborhood to a more urban neighborhood with a mix of densities, including single family housing around the periphery transitioning to various types of attached single family and then to multi-family and mixed use in areas nearest to the station. Major issues associated with the potential change in land use include the change in character of the subarea from single family to more urban residential and mixed use development, as well as the associated demand for transportation improvements, public services, and utilities. Issues to be resolved include selection of a Preferred Alternative, which will be presented and analyzed in the FEIS and development of the final subarea plan.

1.8 Summary of Potential Impacts and Mitigation Measures

Table 1-1, starting on page 11 summarizes the environmental impacts and mitigation measures for each element of the environment evaluated in Chapter 3 of the DEIS. The summary addresses impacts and mitigation measures for all three

alternatives: Alternative 1—No Action, Alternative 2—Some Growth, and Alternative 3—Most Growth.

1.9 Significant Unavoidable Adverse Impacts

This section addresses the potential for significant unavoidable adverse impacts, summarizing the results of the environmental analysis. No significant unavoidable adverse impacts are anticipated with implementation of the proposed and recommended mitigation measures.

Land Use Patterns, Plans and Policies

Alternative 2—Some Growth and Alternative 3—Most Growth would result in greater intensity of land uses, housing and employment in the subarea than Alternative 1—No Action. While implementation of either Alternative 2 or 3 would require updating the City's Comprehensive Plan and revising Municipal Code provisions (including zoning and Development Code requirements), the proposed changes to land use patterns do conform to and support the City's Comprehensive Plan policy direction and regional vision for light rail station subareas.

Impacts on land use compatibility would be mitigated with implementation of design and transition standards in the City's Development Code, along with new development provisions adopted to support the subarea plan. Required Comprehensive Plan amendments include updating the plan's land use map, which would be adopted concurrently with the 185th Street Station Subarea Plan and Planned Action Ordinance, along with revisions to zoning and the Development Code. With

implementation of a high-capacity transit-supportive alternative and application of mitigation measures and amendments, no significant unavoidable adverse impacts on land use patterns, plans, and policies would be anticipated.

Population, Housing, and Employment

Implementation of either Alternative 2—Some Growth and Alternative 3—Most Growth would result in a greater variety of housing types, as well as an increased quantity of housing in the subarea. Development Code provisions and additional mitigation measures would encourage affordable housing options in the subarea. With application of mitigation measures and Development Code amendments, no significant unavoidable adverse impacts on housing would be expected. Implementation of either Alternative 2 or Alternative 3 would result in beneficial effects by expanding housing opportunities to fit a fuller range of needs in the community (with Alternative 3 overall providing the greatest quantity of housing and range of housing types).

Under Alternative 1—No Action, future housing opportunities would be limited to primarily various types of single family (with the exception of areas within the Town Center and North City Subareas). As such, Alternative 1—No Action would not accommodate the same range of housing needs as Alternatives 2 and 3. Alternative 1 would not be as beneficial in meeting community and regional objectives related to expanding housing options, including affordable housing.

Transportation

Although the effects of additional vehicles in creating traffic congestion can be mitigated to varying degrees through the

proposed transportation improvements, the actual increases in traffic under any of the alternatives would be considered an unavoidable impact. The significance and negativity of this impact can be mitigated with improvements and transportation demand management over time. Increases in traffic would occur under all three alternatives, Alternative 1—No Action, Alternative 2—Some Growth, and Alternative 3—Most Growth., as a result of growth in traffic throughout the city and in the subarea regardless of redevelopment activities due to development of the light rail station and other expected growth and change in the city and region. As discussed earlier in this chapter, the rate of growth and change in the subarea would be expected to occur very gradually, over many decades. Development of the Preferred Alternative would occur in phases, allowing increases in traffic to be addressed with planned improvements and transportation demand management over time, meeting City concurrency standards.

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

Public Services

The increased population will require additional public services such as police, fire, emergency services, schools, parks and

recreation, solid waste, and other services. Under Alternative 2—Some Growth and Alternative 3—Most Growth, the demand for increased services and facilities would occur gradually, over many decades, and the increases in housing and employment would help generate additional revenue and funding for needed services. Development fees, sales tax revenues, property taxes generated from new households, and customer service charges to new customers would help to offset the costs of providing additional public services. Under Alternative 1—No Action, there would be an increase in demand for public services, but at a much lower level than under Alternative 2 or 3. Funding for new services would be expected to keep pace with demand under either Alternative 2 or 3. As such, no significant unavoidable adverse impacts are anticipated.

Utilities

Increased residential and employment population in the subarea would increase demand for utilities such as water, wastewater, surface water management, communications, and energy services under any of the alternatives. Alternatives 2 and 3 would create a substantially greater demand for utility services over time than Alternative 1. Because growth would be expected to occur very gradually over many decades, customer fees, service charges, and other funding would be obtained over time to help to offset the costs of providing additional utility services within the subarea, allowing service providers the opportunity to fiscally manage the increased demand. Given these considerations and application of mitigation measures such as capital improvement projects, no significant unavoidable adverse impacts would be anticipated.

Table 1-1 Summary of Potential Impacts and Mitigation Measures—All Alternatives

<i>Environmental Element</i>	Alternative 1— No Action	Alternative 2— Some Growth	Alternative 3— Most Growth
<p>Land Use Patterns, Plans, and Policies</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time. Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and benefit the community and region (green building, Universal Design, public spaces/art integration, streetscape and landscape, etc.). See Section 3.1 of the DEIS for additional discussion about mitigation measures. 	<p>Although land use patterns under Alternative 1—No Action would remain consistent with current conditions and the level of change in urban form would be minimal, 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 in general, although there is the potential for ongoing infill redevelopment of single family homes, addition of accessory dwelling units, and conversion to duplexes as individual 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 related to land use that supports high-capacity transit.</p>	<p>Alternative 2—Some Growth and Alternative 3—Most Growth would change land use patterns from current predominantly detached single family uses to mixed use, multifamily and attached single family use, along with some neighborhood-supporting retail and employment uses. The intensity of land use, including density, building height, and mass of urban form would be greater under Alternative3 than under Alternatives 2.</p> <p>While potential impacts to land use compatibility between new land uses and existing land uses in the subarea are the primary concern, these would be mitigated through a transition zone between more intensive uses and single family zones, as well as a variety of design and development regulations related to building setbacks, open space, and architectural treatments (such as step backs in the building façade).</p> <p>Required Comprehensive Plan amendments include updating the plan’s land use map, which would be adopted concurrently with the 185th Street Station Subarea Plan and Planned Action Ordinance, along with revisions to zoning and the Development Code. With application of mitigation measures and amendments, no significant unavoidable adverse impacts on land use patterns, plans, and policies would be anticipated.</p> <p>Alternatives 2 and 3 are consistent with and will reinforce goals, policies, objectives and initiatives (federal, state, regional, and local) that call for integrated land use and transportation solutions and vibrant transit-oriented communities around high-capacity transit stations.</p> <p>Because it is anticipated that the growth and change in the subarea would occur over many decades, the City and other service providers would be able to proactively monitor and plan for growth over time as part of ongoing planning and future comprehensive plan updates.</p>	

<i>Environmental Element</i>	Alternative 1— No Action	Alternative 2— Some Growth	Alternative 3— Most Growth
<p>Population, Housing, and Employment</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • It will be important for development regulations to provide specific requirements and/or incentives for affordable housing. • Design and development regulations that support the full diversity housing and livability needs of the community. • The City would monitor achievement of affordable housing goals as the neighborhood redevelops over time. • For additional discussion, refer to Section 3.2 of the DEIS. 	<p>Under Alternative 1—No Action, future housing opportunities would be limited and would not accommodate the same range of housing needs, choice, and affordability as Alternatives 2 and 3.</p> <p>With limited population and employment growth, the subarea would generate less economic development potential than under Alternative 2 or 3.</p>	<p>Under Alternative 2—Some Growth and Alternative 3—Most Growth, a greater variety of housing types, as well as an increased quantity of housing in the subarea. Development Code provisions and additional mitigation measures would require and encourage affordable housing options in the subarea. Implementation of either Alternative 2 or Alternative 3 would result in beneficial effects by expanding housing opportunities to fit a fuller range of needs in the community (with Alternative 3 overall providing the greatest quantity of housing and range of housing types).</p> <p>Both Alternatives would generate increases in population as well as jobs/employment opportunities. The added jobs would help the City achieve a better jobs-to-housing ratio. Increased population and employment would bring economic development opportunities.</p>	



Environmental Element	Alternative 1— No Action	Alternative 2— Some Growth	Alternative 3— Most Growth
<p>Transportation</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time. • Specific improvements such as intersection timing and phasing improvements and additional capacity at intersections. • Street improvements and enhanced pedestrian and bicycle connections. • Bike sharing and car sharing programs. • Shared parking agreements and parking management programs including residential parking zones. • Local transit signal priority and improvements to facilitate efficient transit connections. • Refer to Section 3.3 of the DEIS for specific locations of recommended improvements and other mitigation measures. These will be further evaluated with the Preferred Alternative in the FEIS. 	<p>Increases in traffic would occur under all three alternatives as a result of growth in traffic throughout the city and in the subarea regardless of redevelopment activities due to development of the light rail station and other expected growth and change in the city and region. At full build-out Alternative 3 would generate the most traffic and require the most mitigation. Parking demand would increase with the level of new development implemented over time, and would be highest under Alternative 3 at full build-out.</p> <p>As discussed earlier in this chapter, development in the subarea would occur gradually, over many decades under either Alternative 2 or 3, and it is anticipated that the pace of growth of either of these action alternatives would be similar. As such, improvements could be funded incrementally through state and federal grants as well as other funding strategies and capital improvements, meeting City growth management and concurrency requirements. Behavioral changes in driving habits and transportation demand management strategies, such as encouraging local transit use, bike share programs, flexible work and commute hours, and other techniques could help to reduce traffic and miles traveled over time.</p> <p>Over the long term, the level of improvements needed to address traffic would be greater under Alternative 3, than under Alternative 2, and substantially less than under Alternative 1. However, a basic goal of implementing high-capacity transit in the region is to reduce the overall impact of traffic and provide more opportunities to citizens to travel via fast, efficient, and reliable services. The more people living and working near light rail transit stations, the more opportunities there would be for use of the high-capacity transit system, rather than drive to and from destinations. This, in turn, would result in beneficial effects to the environment such as reductions in traffic-generated pollution and greenhouse gas emissions.</p>		

Environmental Element	Alternative 1— No Action	Alternative 2— Some Growth	Alternative 3— Most Growth
<p>Public Services</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time. • Development fees, sales tax revenues, property taxes generated from new households, and customer service charges to new customers would help to offset the costs of providing additional public services, and funding for new services would be expected to keep pace with demand. • Service providers reviewing the DEIS may make additional recommendations for mitigation measures, which will be integrated into the FEIS. • Refer to Section 3.4 of the DEIS for additional discussion. 	<p>Under Alternative 1—No Action, there would be an increase in demand for public services, but at a much lower level than under Alternatives 2 or 3.</p>	<p>The increased population will require additional public services such as police, fire, emergency services, schools, parks and recreation, solid waste, and other services. Ultimately, the highest demand would occur under build-out of Alternative 3—Most Growth.</p> <p>New schools would be needed to serve the growing neighborhood under Alternative 2 or 3, as well as additional parks, and increased levels of service of police, fire, and emergency services. The demand for other services, including City government, library, and community health services also would increase. Alternative 3 would generate the highest demand at build-out of the alternatives.</p> <p>Under both Alternatives 2 and 3, the demand for increased services and facilities would occur gradually, over many decades, and the increases in housing and employment would help generate additional revenue and funding for needed services. Redevelopment under Alternatives 2 or Alternative 3 would be expected to occur at the same general pace, which would allow service providers to plan proactively to meet the needs of the increasing population over time.</p> <p>In the coming years, service providers should update plans to align with adopted Station Subarea Plan, monitor growth over time, and adapt services and facilities to meet needs. Providers also should complete fiscal analysis to determine funding needs and budgeting allocations for capital improvements, staffing, equipment, and other resources to support providing services in the subarea as the population grows. The School District would continue its policy of retaining properties for future use in the subarea as may be needed for schools and facilities as population and households increases. The City could analyze potential locations for new neighborhood parks in the subarea and plan for future acquisition, design, and development.</p>	



Environmental Element	Alternative 1— No Action	Alternative 2— Some Growth	Alternative 3— Most Growth
<p>Utilities</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time. • Pursuit of federal and state grants and funding sources to support infrastructure projects. • Consideration of the potential for regional stormwater facilities to serve the growing neighborhood. • Requirements for Low Impact Development and green infrastructure solutions would reduce the demand for surface water management. • Customer fees and charges, development fees, sales tax revenues, and property taxes generated from new households, would help to offset the costs of infrastructure improvements . • Refer to Section 3.5 of the DEIS for additional discussion. 	<p>Under Alternative 1, there would be an increase in demand for utility services with ongoing growth, but it would be minimal in comparison to that generated by Alternative 2 or Alternative 3. There is also the likelihood that less investment in the subarea due to the lack of change could have the unintended consequence of continued degradation of aging infrastructure. Problems related to drainage and other utility services would worsen over time.</p>	<p>Increased residential and employment population in the subarea would generate a higher demand for utilities such as water, wastewater, surface water management, energy (electricity and natural gas), and communications under any of the alternatives. Alternative 3 would generate the highest level of demand for utility services at build-out due to the extent of redevelopment proposed. With substantive investments in infrastructure systems over time, problems related to drainage and aging facilities could be addressed.</p> <p>Because growth would be expected to occur very gradually over many decades, customer fees, service charges, and other funding would be obtained over time to help to offset the costs of providing additional utility services within the subarea, allowing service providers the opportunity to fiscally manage the increased demand. Investment in infrastructure improvements and facility upgrades would be expected to keep pace with incremental demand due to the long term growth of the subarea under either Alternative 2 or Alternative 3, which would be expected to redevelop at a similar pace over time.</p> <p>Technological advancements in green building materials and energy conservation could be leveraged with new redevelopment projects in the subarea, which could result in benefits such as reduced energy use and greenhouse gas emissions.</p>	

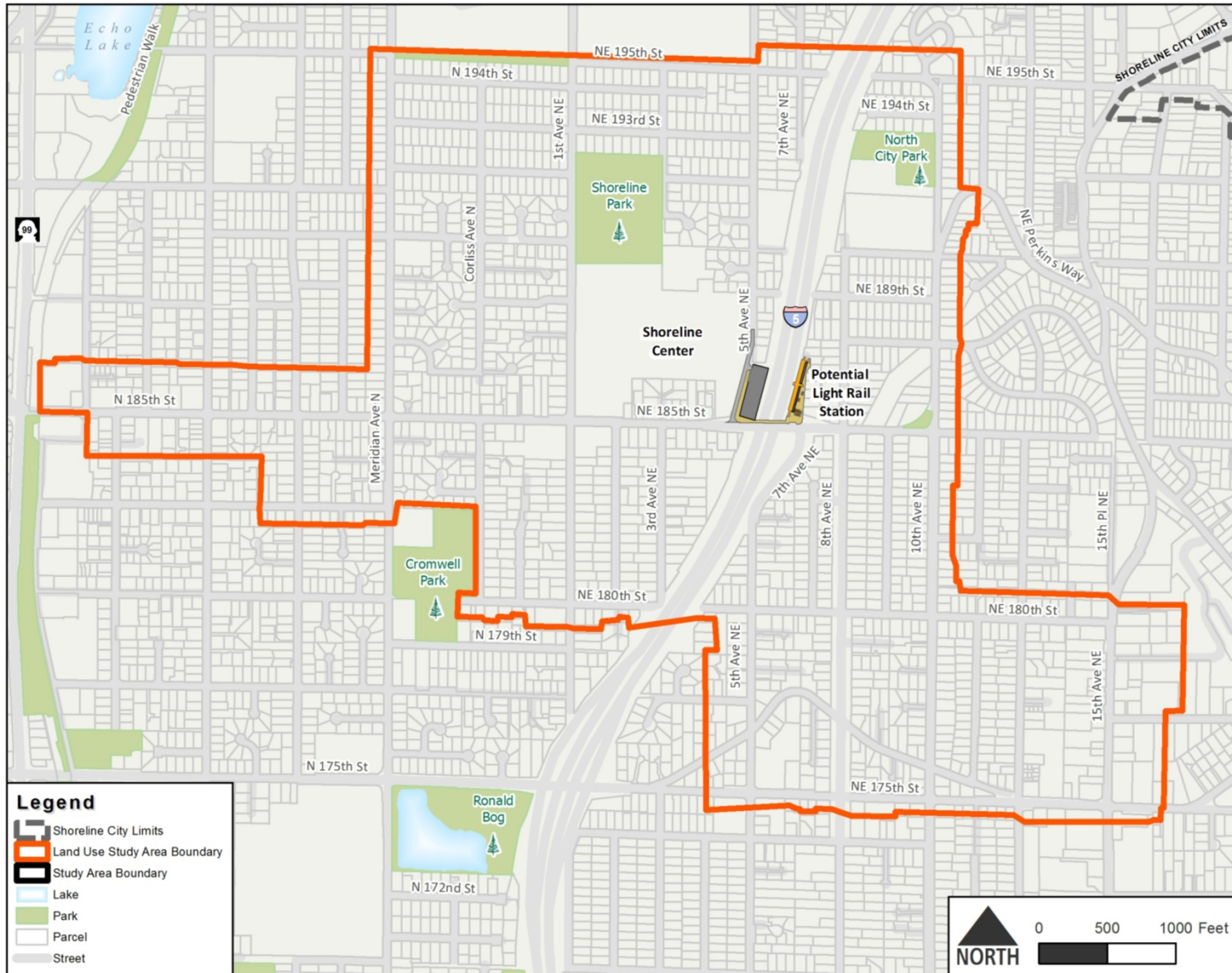


Figure 1-1 Land Use Study Area Boundaries

185th Station Subarea Plan Schedule

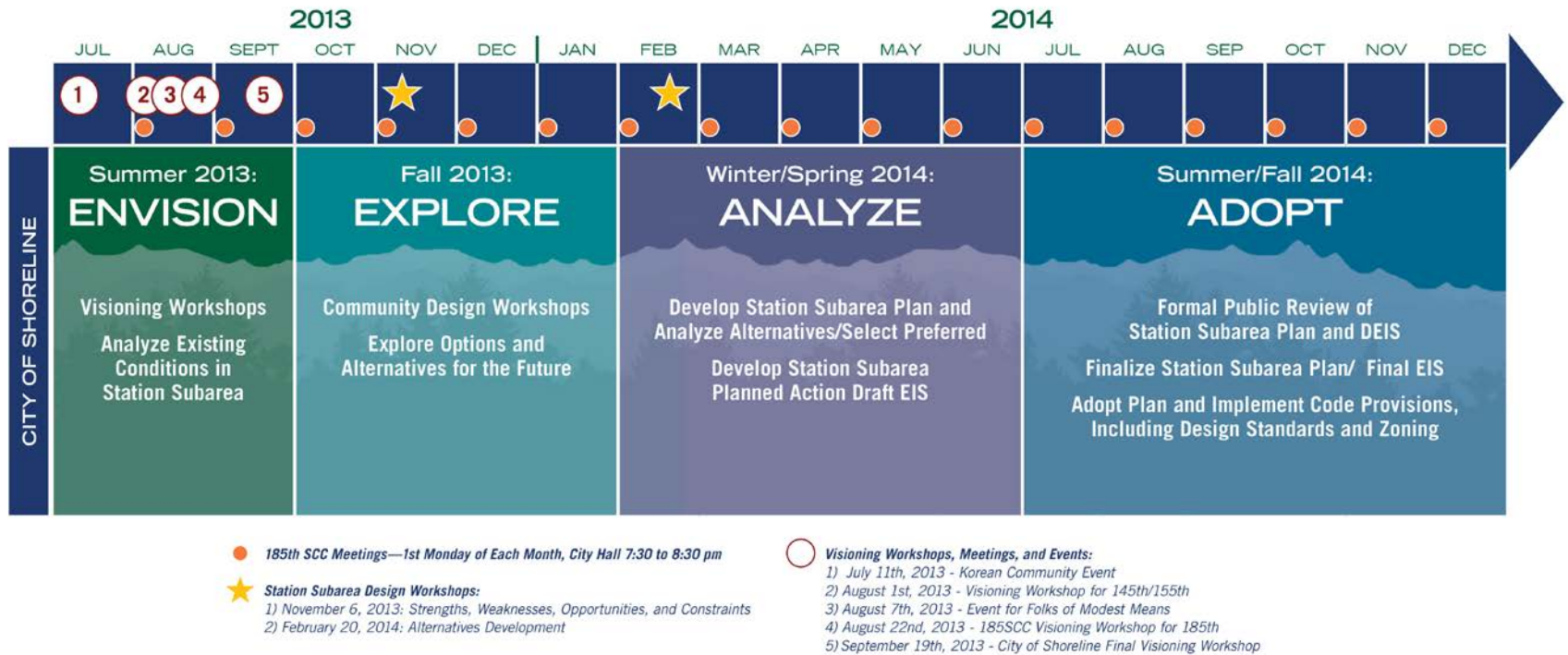


Figure 1.3 Subarea Planning Process/Timeline

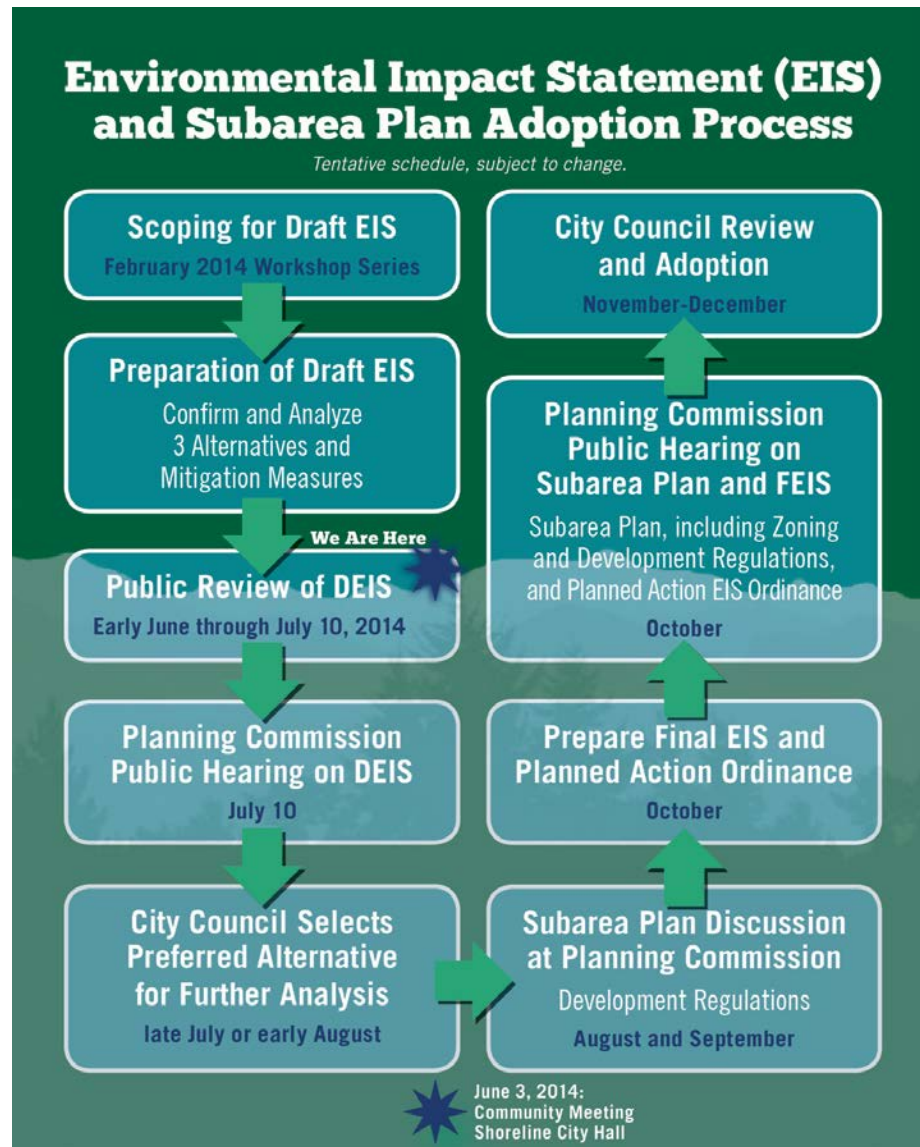


Figure 1.4 DEIS and FEIS/185th Street Station Subarea Plan Adoption Process

This Page
Intentionally
Left Blank