

# 145<sup>th</sup> Street Station Subarea Plan Draft Environmental Impact Statement

Planning Commission

January 29, 2015

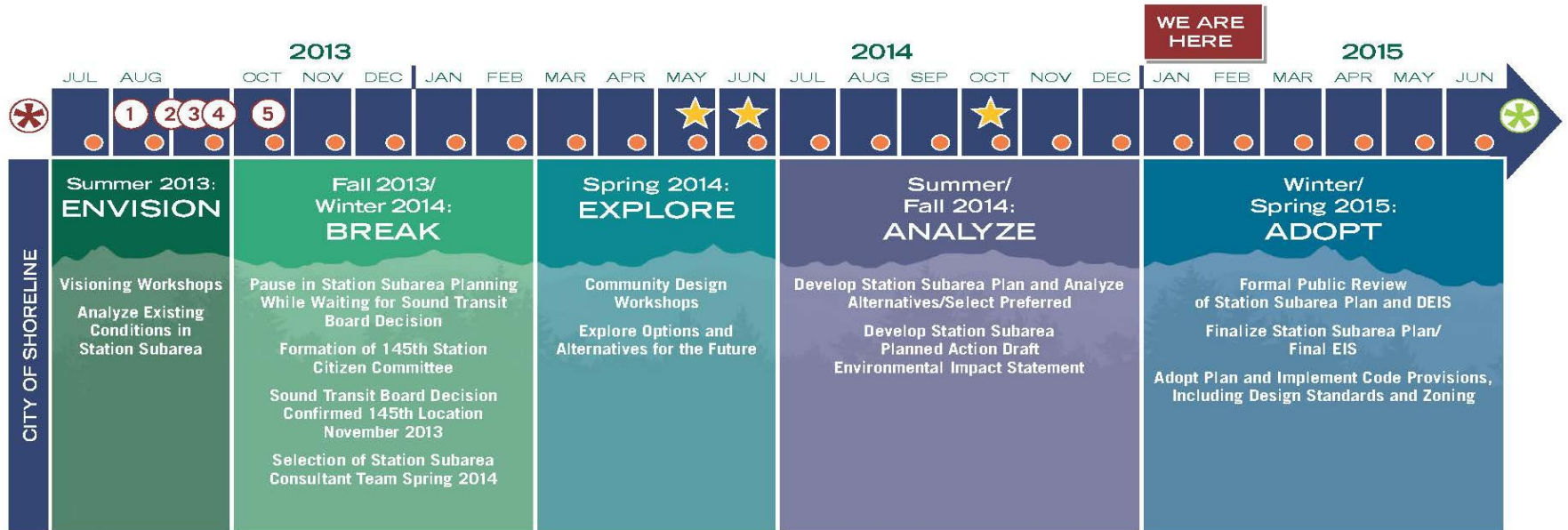


# Tonight's Presentation

1. Draft EIS Planned Action Purpose and Process
2. Draft EIS Contents and Highlights
3. Next Steps, Questions & Answers



# 145<sup>th</sup> Station Subarea Plan Timeline



● **The 145th Station Citizen Committee (145SCC) Meetings—**  
Every 4th Thursday of the Month from 7:00-8:30 pm in Room 301 of City Hall

★ **Station Subarea Design Workshops:**  
A) May 22, 2014: 145SCC Workshop Pre-Meeting  
1) Design Workshops, Part I—Brainstorming Ideas  
2) Design Workshops, Part II—Alternatives and Possibilities

✳ **May 22nd, 2013 Kick-off/Informational Public Meeting**

○ **2013 Visioning Workshops, Meetings, and Events:**  
1) July 11th Korean Community Event  
2) August 1st Visioning Workshop for 145th/155th  
3) August 7th Event for Folks of Modest Means  
4) August 22nd 185SCC Visioning Workshop for 185th  
5) September 19th City of Shoreline Final Visioning Workshop

✳ **Through adoption of a subarea plan, which will include zoning and development regulations, the City will set the stage for how the neighborhood may transition over time. Market forces and homeowner decision-making about how and when to redevelop or sell properties will determine the pace and degree of transformation.**

# Draft EIS Public Review Period

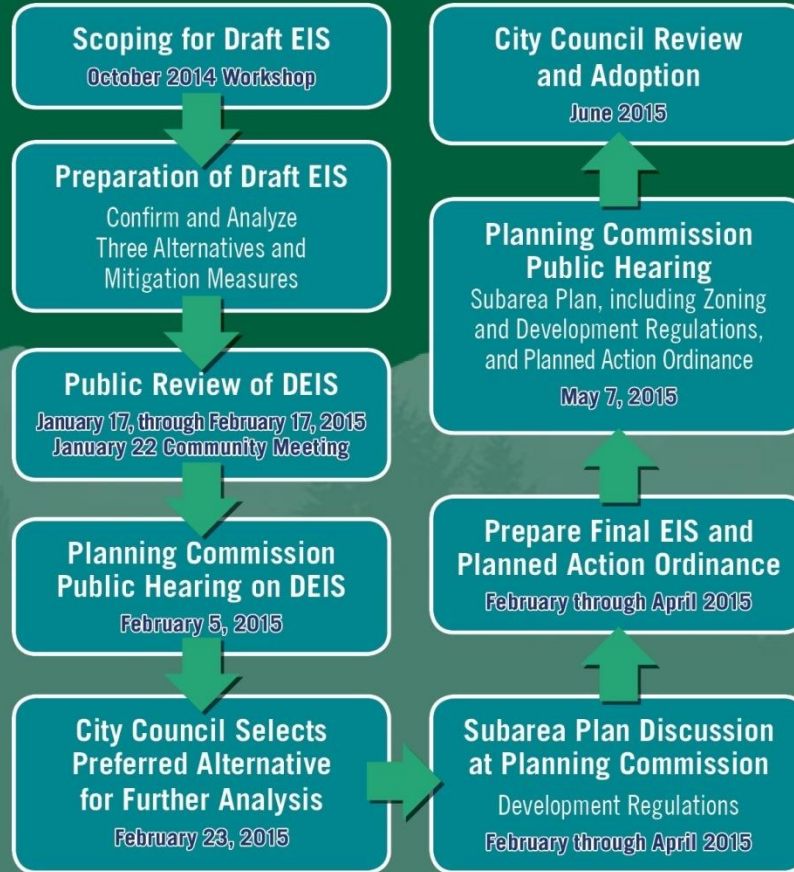
- Draft EIS Published: January 17, 2015
- 145SCC/Community Meeting: January 22, 2015
- Planning Commission Public Hearing on DEIS: February 5, 2015
- Public Comment Period through February 17, 2015
- City Council Selects Preferred Alternative for Study in FEIS: February 23, 2015
- Prepare Planned Action Ordinance, Subarea Plan, and FEIS





# Environmental Impact Statement (EIS) and Subarea Plan Adoption Process

*Tentative schedule, subject to change.*



# Planned Action Purpose

- To emphasize quality environmental review of early planning efforts and early public input to shape decisions.
- To provide more detailed environmental analysis during formulation of proposals, rather than at the project permit review stage.
- Environmental analysis helps City identify impacts of potential development and specific mitigation measures needed to support the planning proposal.



# Planned Action Process

- Detailed environmental analysis at planning stage.
- Projects required to demonstrate consistency with thresholds analyzed; confirmed through a SEPA checklist.
- All federal, state, and local regulatory requirements continue to apply.
- Projects undergoing development agreements would be subject to additional public review process.



# Development of Alternatives



# Community Workshops: To Help Shape Alternatives



# What We Heard:

- Smart growth and transit-oriented development in station subarea make sense.
- Create a green network of pedestrian and bicycle connections, green streets, parks, open spaces, and other features.
- Key organizing concepts:
  1. Frame redevelopment around parks/open space assets
  2. Frame redevelopment along key corridors (5<sup>th</sup> and 155<sup>th</sup>)
  3. Concentrate redevelopment around the planned LRT station
- Evolved into Alternative 2—Connecting Corridors and Alternative 3—Compact Community



# What We Heard:

- Concerns about building heights and compatibility with neighborhood.

***After October 9, 2014 workshop, the City revised Alternative 2 to include MUR-65' as base height around station.***

- Focus on residential housing choices and supporting neighborhood commercial.
- Effective transitions between housing and compatibility with existing single family homes will be important in redevelopment.

***Community input, market assessment, and existing City policies all shaped the alternatives.***



# DEIS Content





# Draft EIS Contents

Chapter 1	Summary
Chapter 2	Description of the Alternatives
Chapter 3	Affected Environment, Analysis of Potential Impacts, Mitigation Measures, and Significant Unavoidable Adverse Impacts
Chapter 4	References
Chapter 5	Distribution List



# DEIS Analysis Topics

- Land Use Patterns, Plans, and Policies
- Population, Housing, and Employment
- Multimodal Transportation
- Streams, Wetlands, and Surface Water Management
- Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas
- Schools, Police, Fire, and Other Public Services
- Utilities and Energy Use



# Draft EIS Alternatives

- Alternative 1—No Action (No Changes in Zoning)
- Alternative 2—Connecting Corridors (growth around planned light rail station, as well as along 5<sup>th</sup> Avenue and 155<sup>th</sup> Street corridors—could be both or one of these)
- Alternative 3—Compact Community (more compact and higher density growth around planned light rail station)

*Note: Light rail implemented under ALL alternatives.*



# The Alternatives



# Alternative 1—No Action

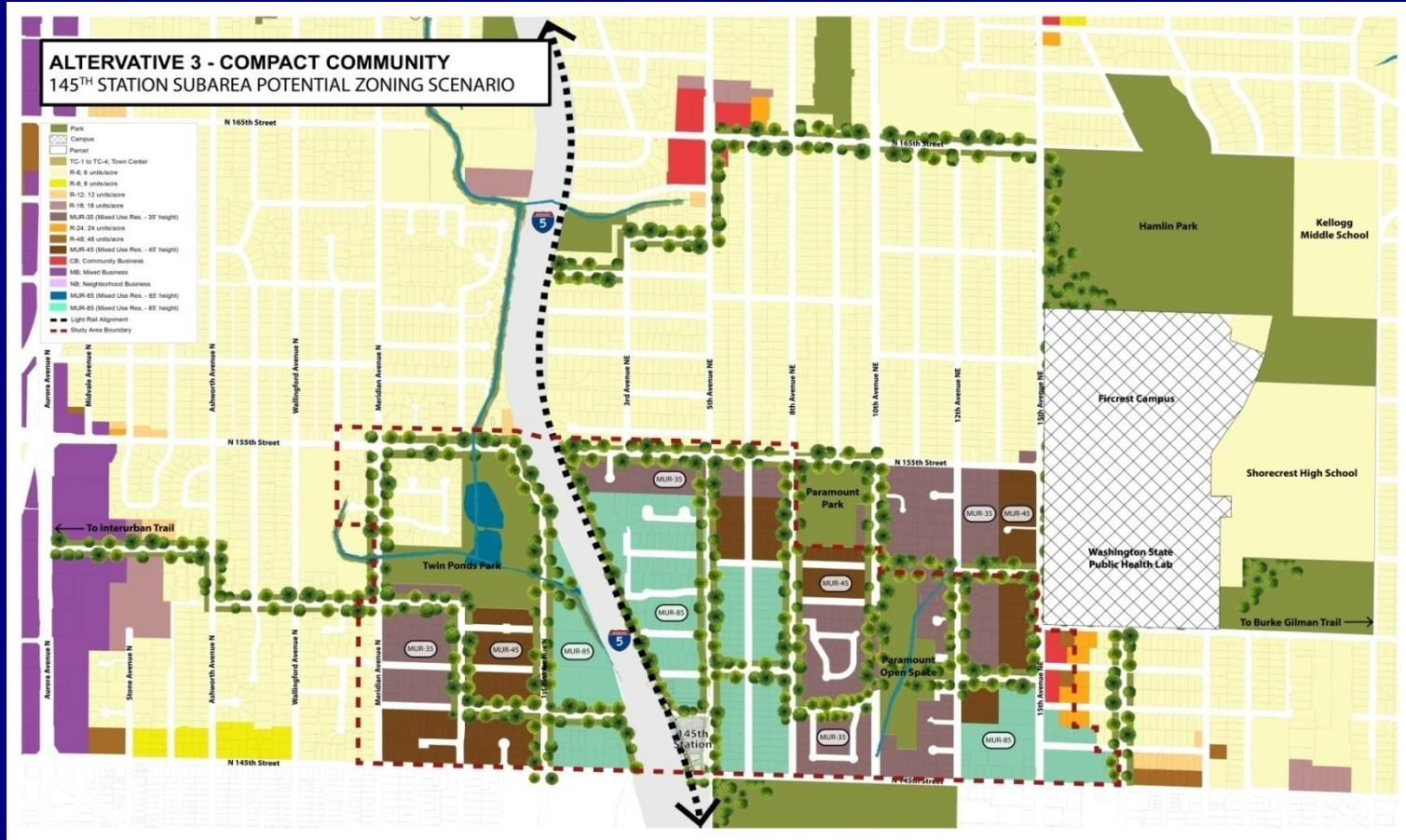


# Alternative 2—Connecting Corridors

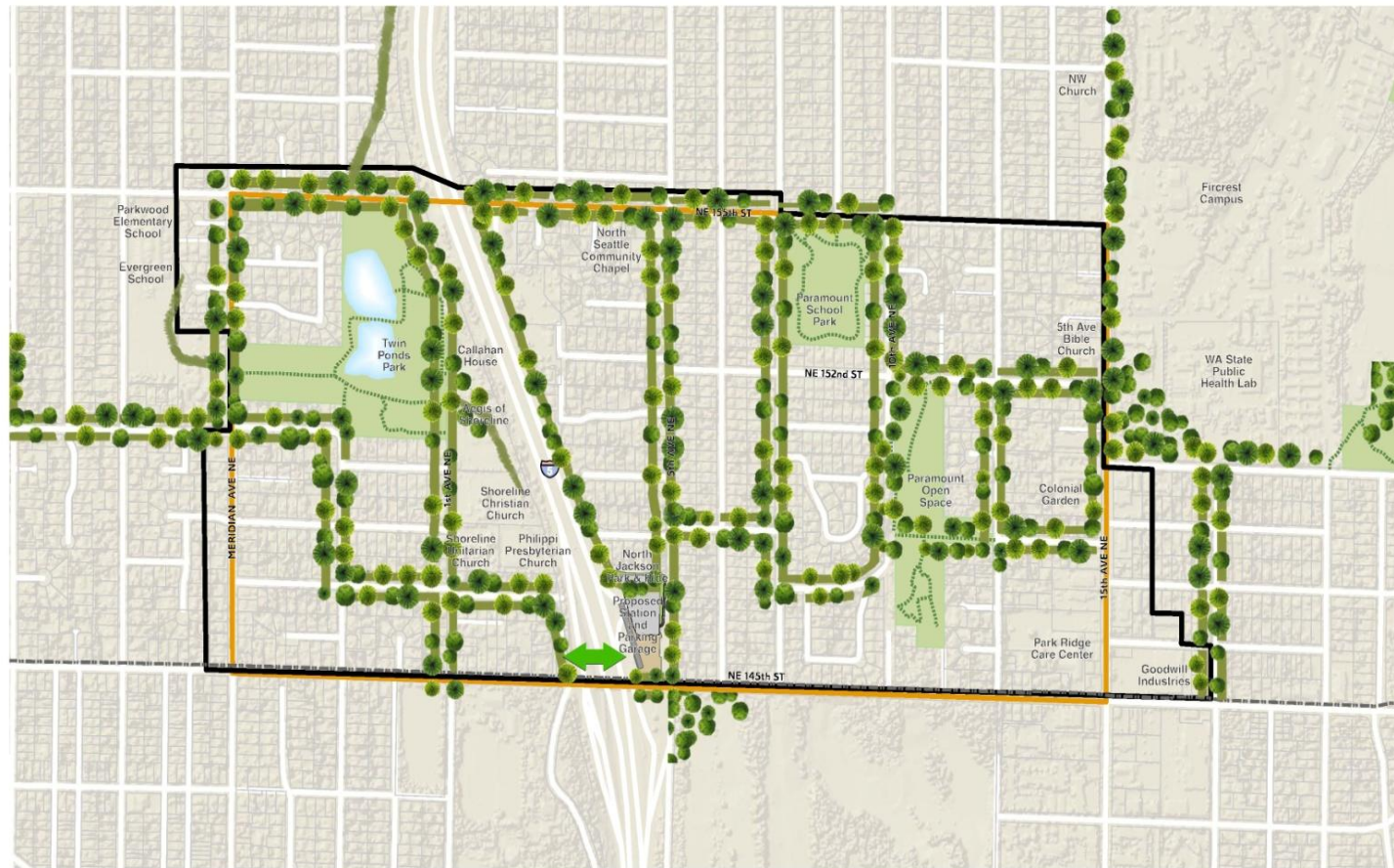




# Alternative 3—Compact Community



# The Green Network



## LEGEND

-  Mobility Study Area
-  Land Use Study Area
-  Shoreline City Limits
-  Trail
-  Tax Parcel
-  City Park
-  Potential Improved Pedestrian / Bicycle Crossing (to be analyzed in further detail in the 145th Street Corrido Study)
-  Green Network (see description above)



# Examples of Building Types



**MUR-35'**

MIXED-USE RESIDENTIAL—35 FOOT BASE HEIGHT:

# Examples of Building Types



**MUR-45'**

MIXED-USE RESIDENTIAL—45 FOOT HEIGHT LIMIT:



# Examples of Building Types



**MUR-65'**

MIXED-USE RESIDENTIAL 65 FOOT BASE HEIGHT:



# Examples of Building Types



**MUR-85'**

MIXED-USE RESIDENTIAL—85 FOOT BASE HEIGHT:





# SketchUp Model – Alternative 1



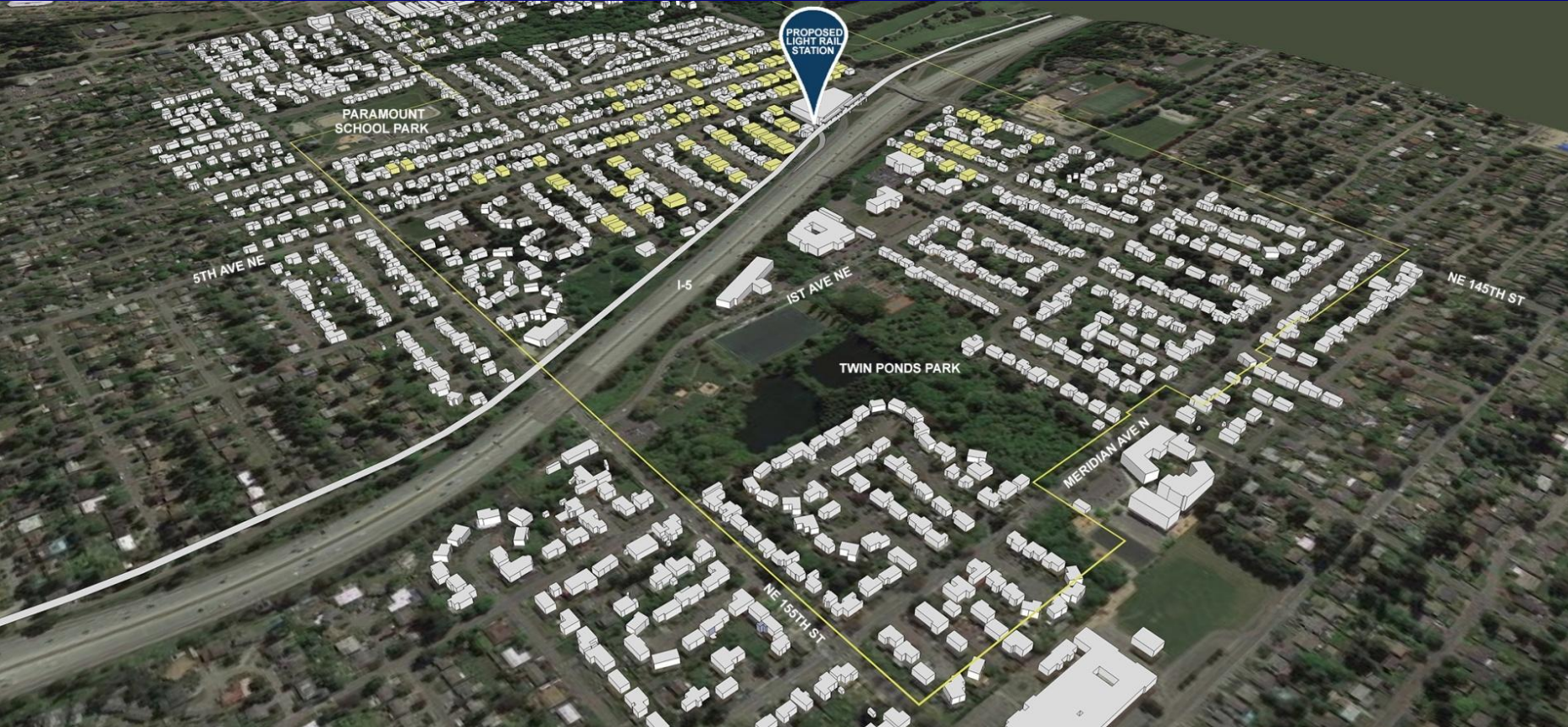


# SketchUp Model – Alternative 1





# SketchUp Model – Alternative 1





# SketchUp Model – Alternative 2



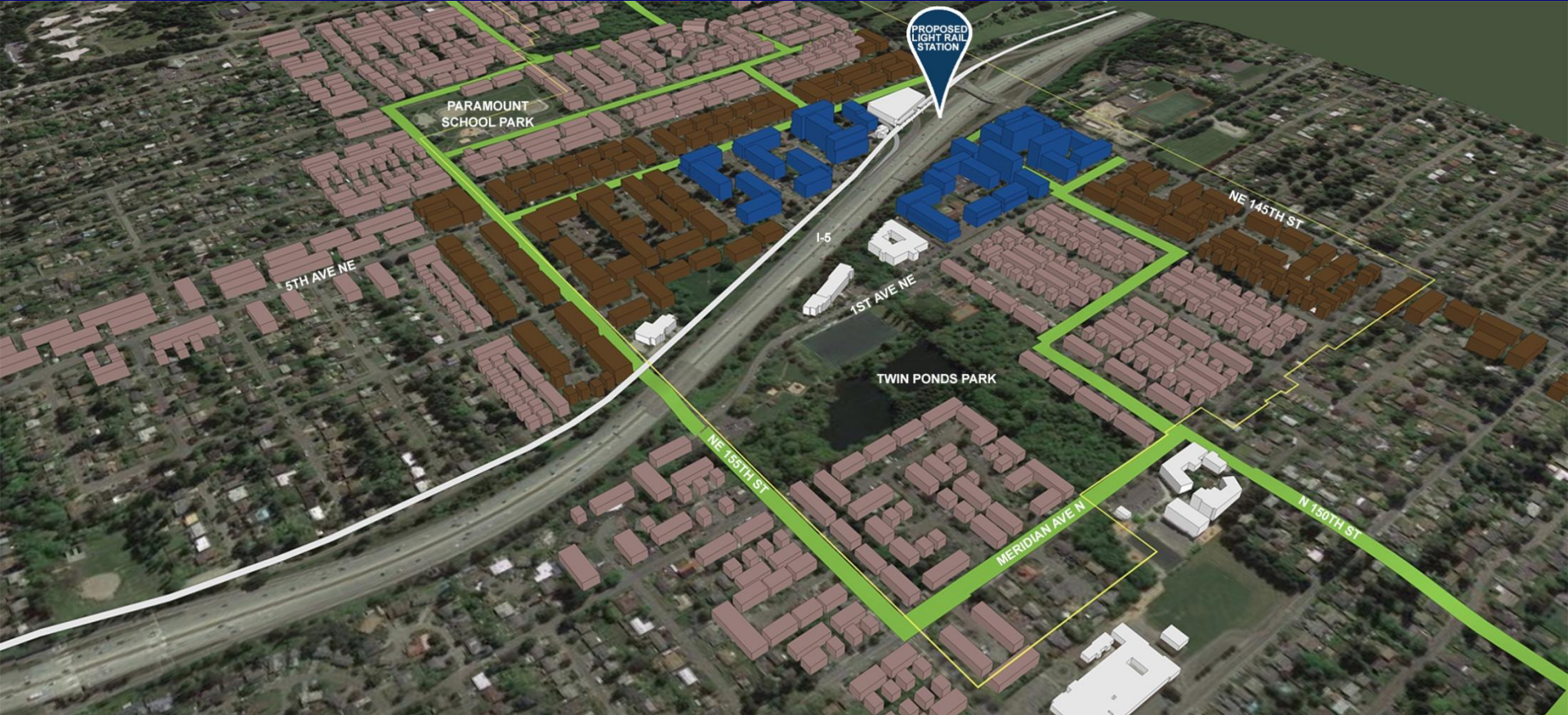


# SketchUp Model – Alternative 2





# SketchUp Model – Alternative 2





# SketchUp Model – Alternative 3



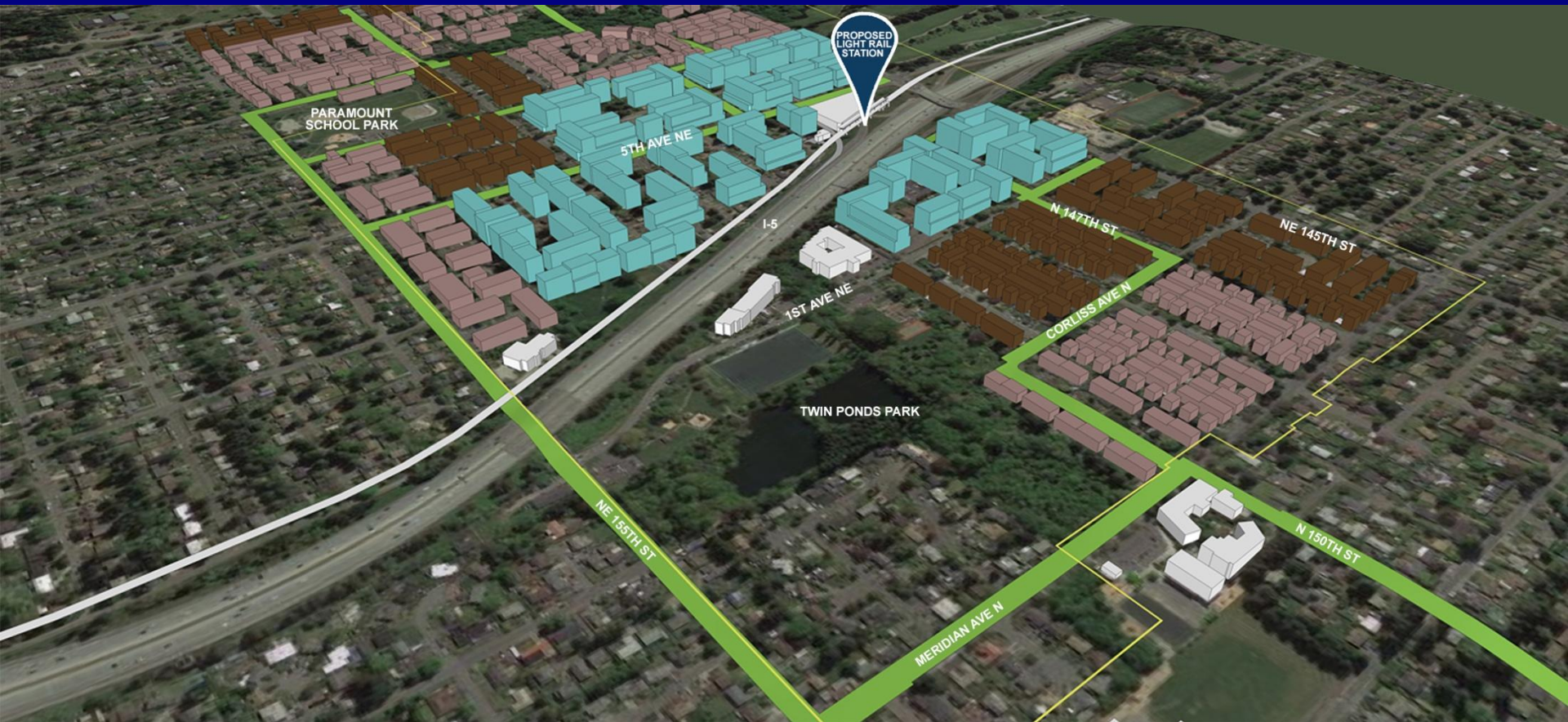


# SketchUp Model – Alternative 3





# SketchUp Model – Alternative 3





# Redevelopment Possibilities



*Conceptual possibility for redevelopment and improvements in the vicinity of 5<sup>th</sup> Avenue NE and NE 148<sup>th</sup> Street, looking southwest*

# Redevelopment Possibilities



*Conceptual illustration of possible redevelopment surrounding  
Paramount School Park*



# Redevelopment Possibilities



*Conceptual possibility for redevelopment in the background of the community gardens at Twin Ponds Park, looking southeast*



# Redevelopment Possibilities



*Conceptual possibility for redevelopment and improvements along 5<sup>th</sup> Avenue NE in the vicinity of NE 160<sup>th</sup> Street, looking southwest*

# Redevelopment Possibilities



*Conceptual illustration of possible MUR-35' development near Paramount Open Space, including stormwater planters along street as part of the green network*



# Redevelopment Possibilities

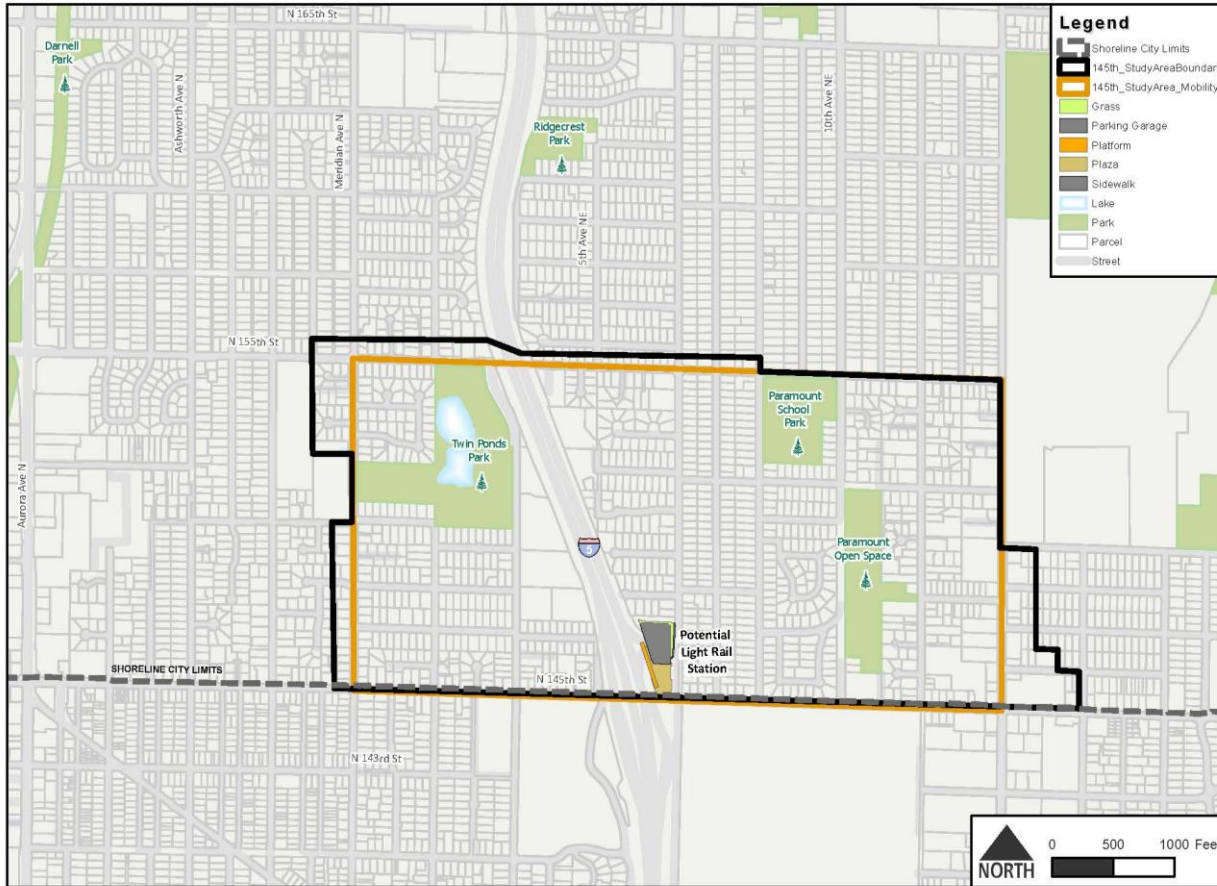


*Conceptual illustration enhanced pedestrian and bicycle crossing of Interstate 5, view from planned light rail station*

# Population, Housing, and Employment Projections



# Subarea Map





# 2035 Projections

	<b>Current Levels in Subarea</b>	<b>Alternative 1—No Action</b>	<b>Alternative 2—Connecting Corridors</b>	<b>Alternative 3—Compact Community</b>
<b>Population</b>	<b>8,321</b>	<b>Less than 1% Annual Growth Expected</b>	<b>11,208 to 13,364</b>	<b>11,208 to 13,364</b>
<b>Households</b>	<b>3,467</b>		<b>4,670 to 5,681</b>	<b>4,670 to 5,681</b>
<b>Employment/ Jobs</b>	<b>1,595</b>		<b>2,180 to 2,678</b>	<b>2,180 to 2,678</b>

# 2035 Population Growth Projections

	<b>Alternative 1—No Action</b>	<b>Average Annual Growth Rates</b>	<b>Alternative 2—Connecting Corridors</b>	<b>Alternative 3—Compact Community</b>
<b>Low End Projection</b>	<b>Less than 1% Annual Growth</b>	<b>1.5 Percent</b>	<b>+2,886</b>	<b>+2,886</b>
<b>High End Projection</b>		<b>2.5 Percent</b>	<b>+5,314</b>	<b>+5,314</b>
<b>CITY WIDE Pop Growth Target for 2035 (per King Co. CPPs)</b>			<b>+13,920</b>	<b>+13,290</b>



# Build-Out Projections

	Current Levels in Subarea	Alternative 1— No Action	Alternative 2— Connecting Corridors	Alternative 3— Compact Community
<b>Population</b>	<b>8,321</b>	<b>Timeframe Unknown; Not Likely to Reach Full Zoning Capacity</b>	<b>34,643</b>	<b>36,647</b>
<b>Households</b>	<b>3,467</b>		<b>14,435</b>	<b>15,270</b>
<b>Employment/ Jobs</b>	<b>1,595</b>		<b>11,747</b>	<b>9,639</b>
<b>Estimated Build-out Horizon</b>			<b>60 to 94 Years By 2075 to 2109</b>	<b>63 to 98 Years By 2078 to 2113</b>

# Transportation Analysis



# Transportation Analysis

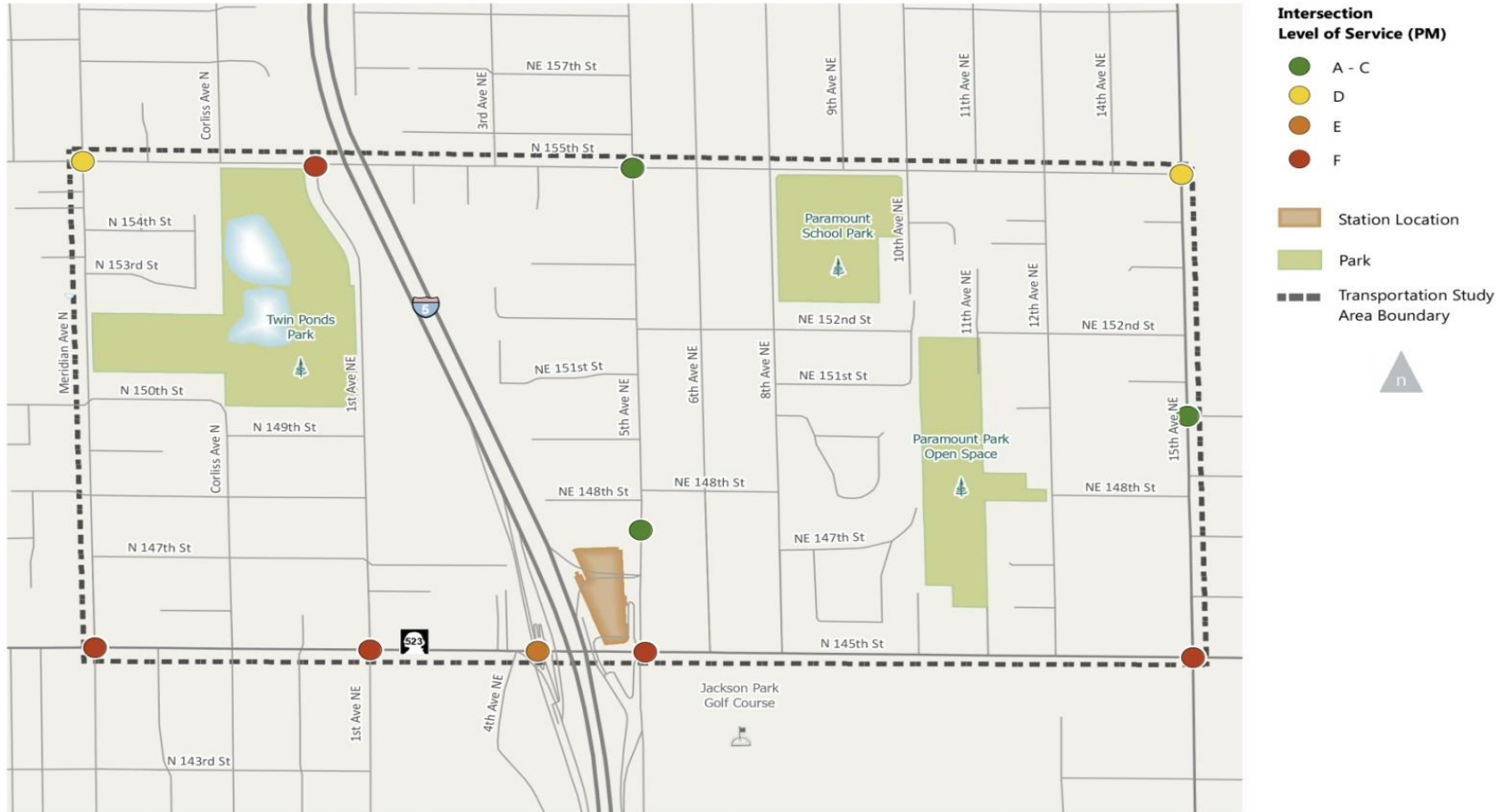
## Percentage of Trips by Mode and GHG Emissions

Alternative:	External Walk/Bike Trips	External Transit Trips	Internal Trips	External Auto Trips	Total PM Peak Trips Generated	External PM Auto Trips Generated	Daily Transportation-Related GHG Emissions (metric tons)
Alternative 1 - No Action	4%	5%	15%	76%	6,261	4,756	164
Alternative 2 - Connecting Corridors	14%	10%	21%	55%	20,700	11,408	240
Alternative 3 - Compact Community	12%	10%	23%	55%	17,894	9,978	213
Non-Transit-Oriented Development	4%	5%	15%	76%	17,894	13,599	328

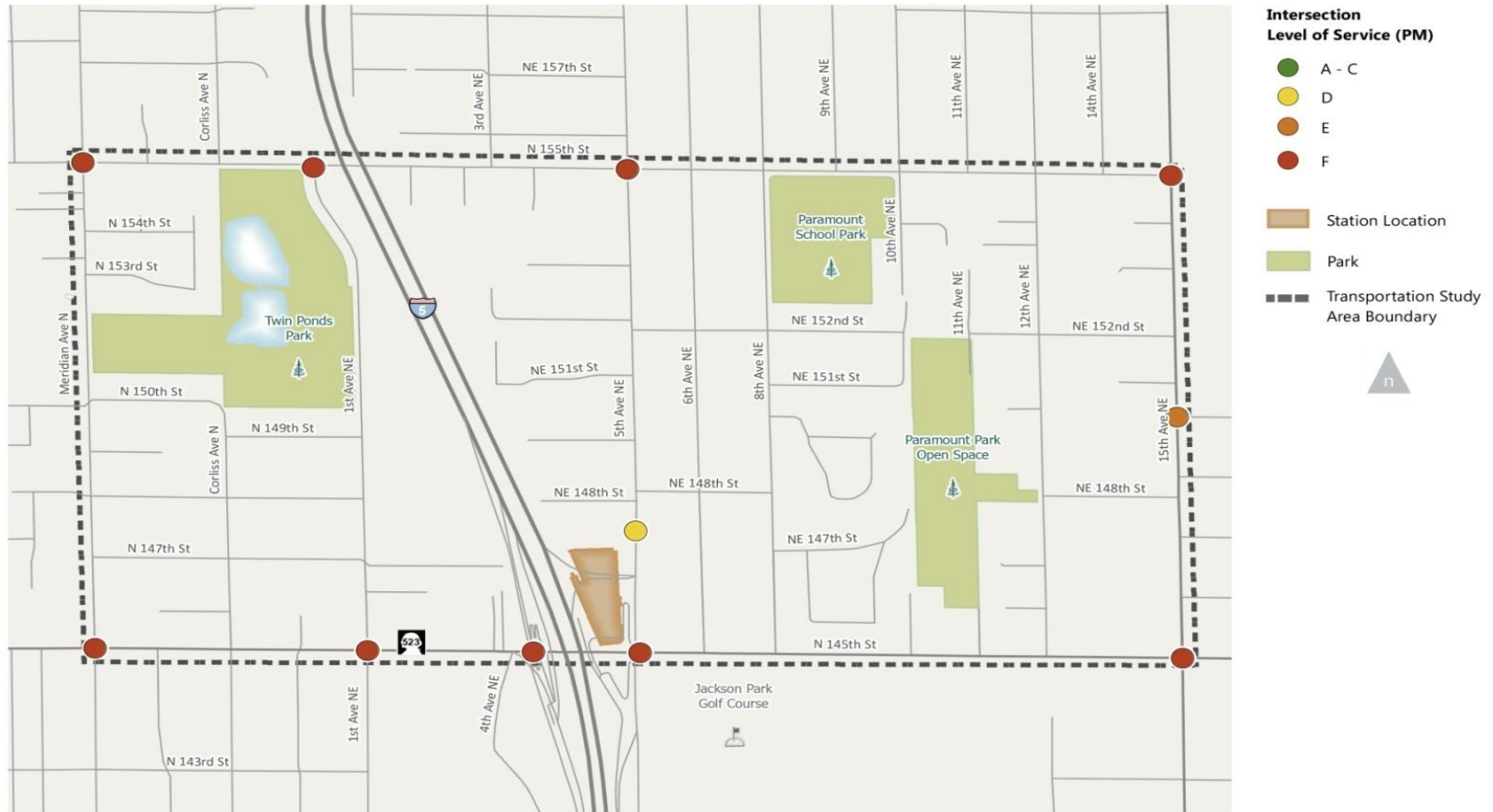


External trips are assumed to start or end outside of the subarea. By contrast, internal trips both start and end within the subarea.

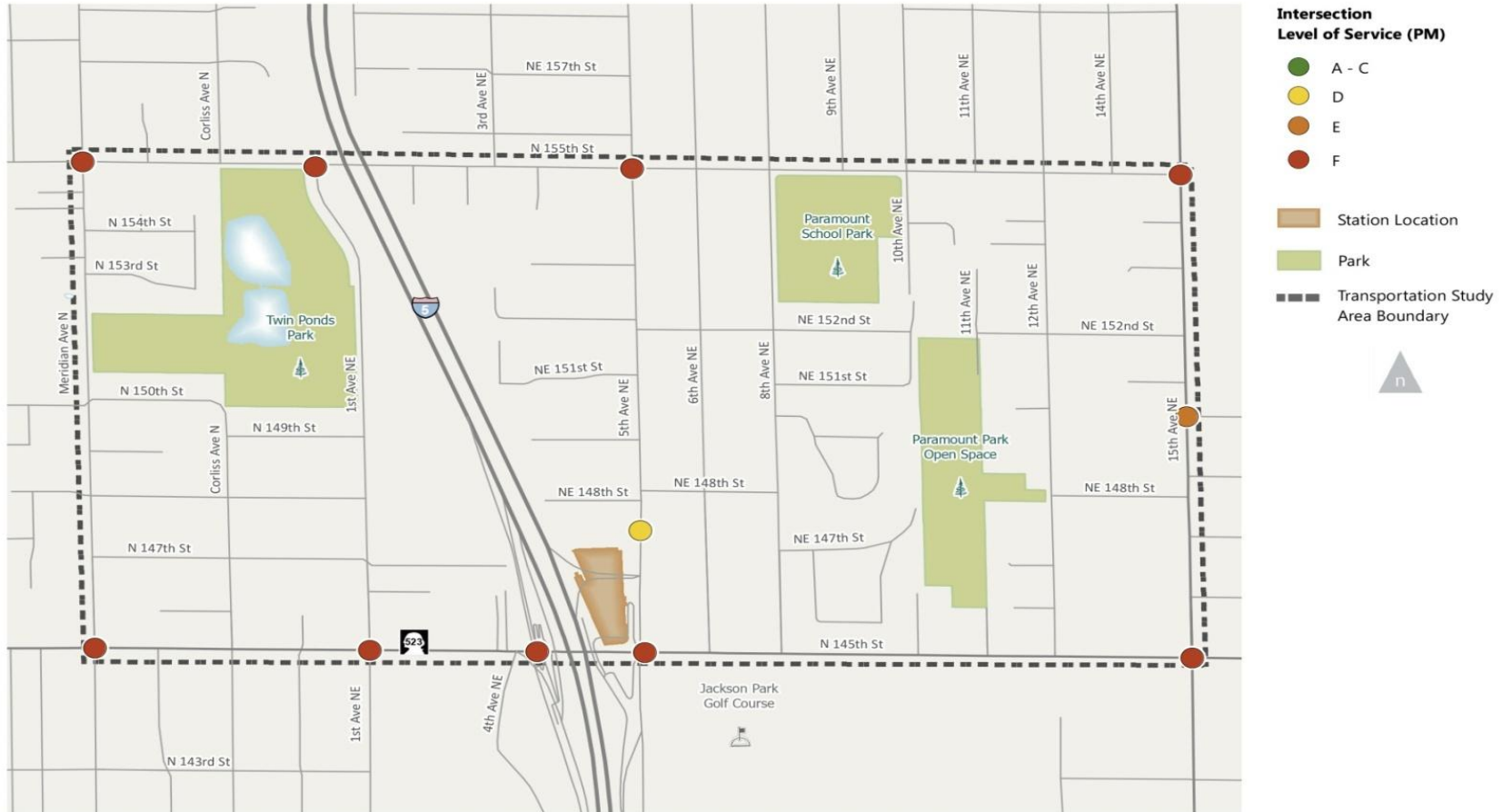
# Intersections—First Twenty Years



# Intersections—Alternative 2 Build-Out



# Intersections—Alternative 3 Build-Out





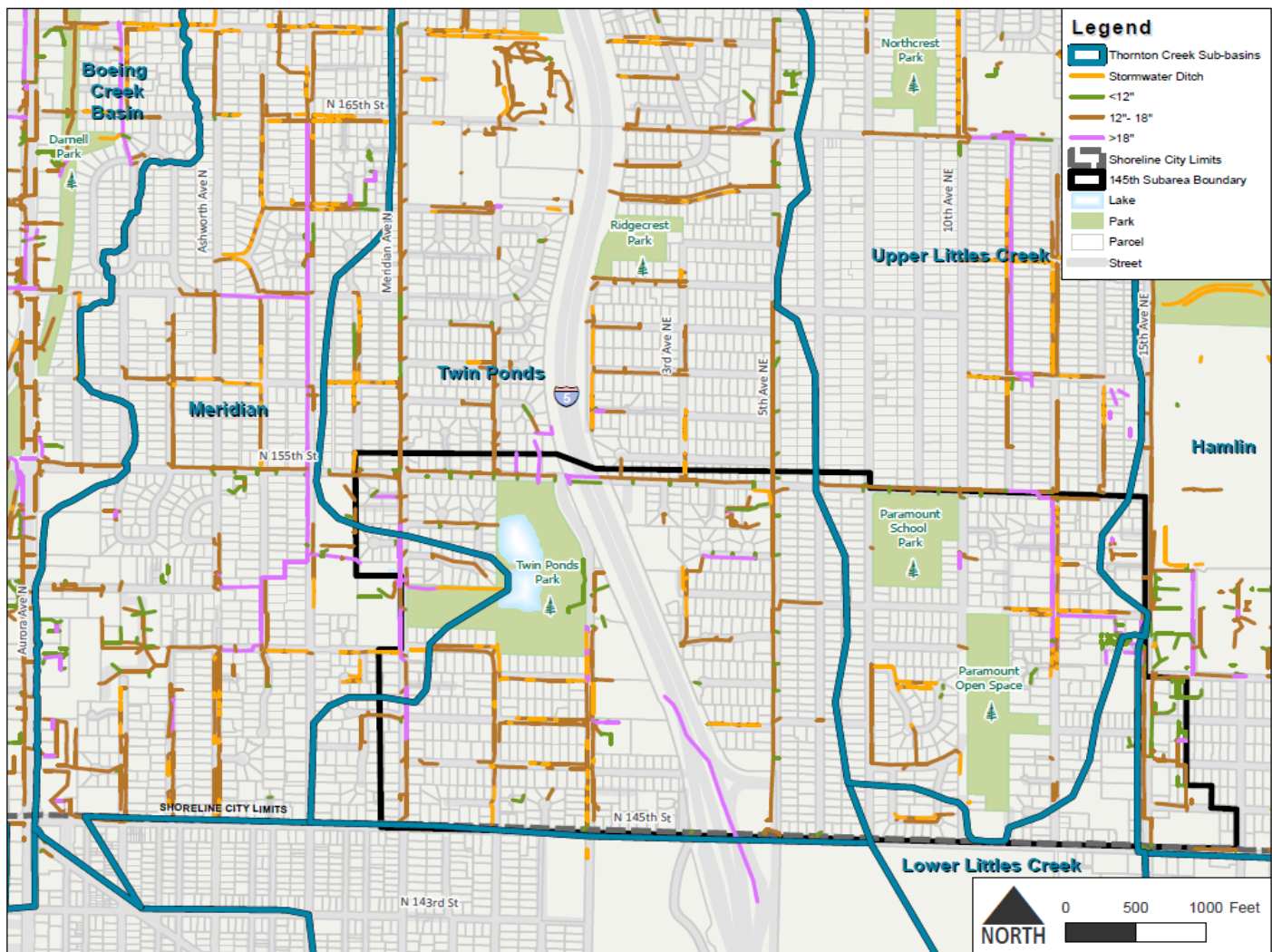
# Streams, Wetlands, and Surface Water Mgmt.



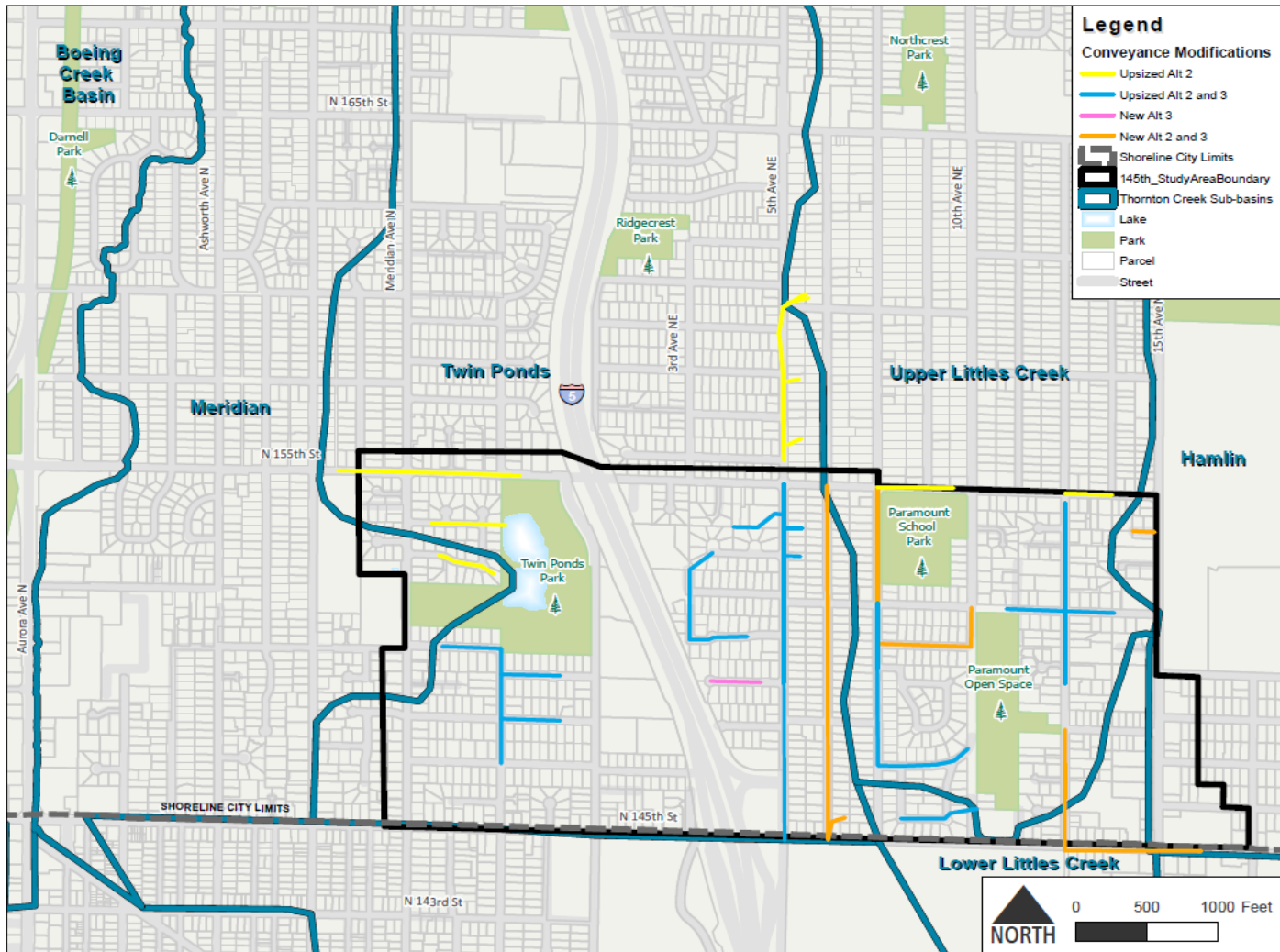
**Table 3.4-4—Unmitigated Increase in Stormwater Flow, All Alternatives**

\* Percent increase in conveyance sizing for unmitigated stormwater flows with zoning revisions.

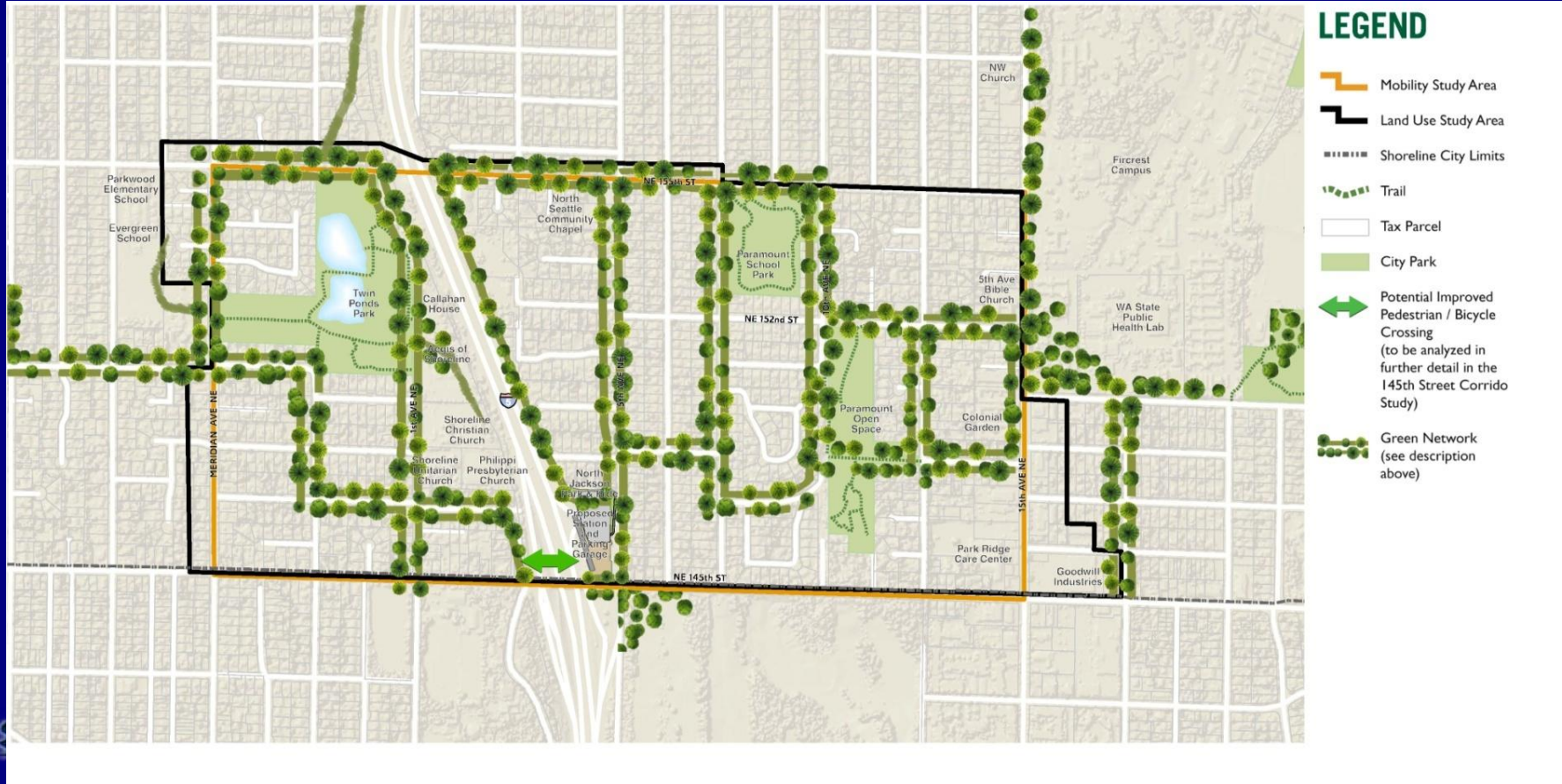
	<b>ALTERNATIVE 1— NO ACTION</b>	<b>ALTERNATIVE 2— CONNECTION CORRIDORS</b>	<b>ALTERNATIVE 3— COMPACT COMMUNITY</b>
		<b>% Increase from Existing*</b>	<b>% Increase from Existing*</b>
<b>Meridian Sub-Basin</b>	<b>Base Condition</b>	<b>6%</b>	<b>1%</b>
<b>Twin Ponds Sub-Basin</b>	<b>Base Condition</b>	<b>16%</b>	<b>11%</b>
<b>Littles Creek Sub-Basin</b>	<b>Base Condition</b>	<b>14%</b>	<b>11%</b>
<b>Hamlin Sub-Basin</b>	<b>Base Condition</b>	<b>2%</b>	<b>2%</b>







# The Green Network





# Green Stormwater Infrastructure



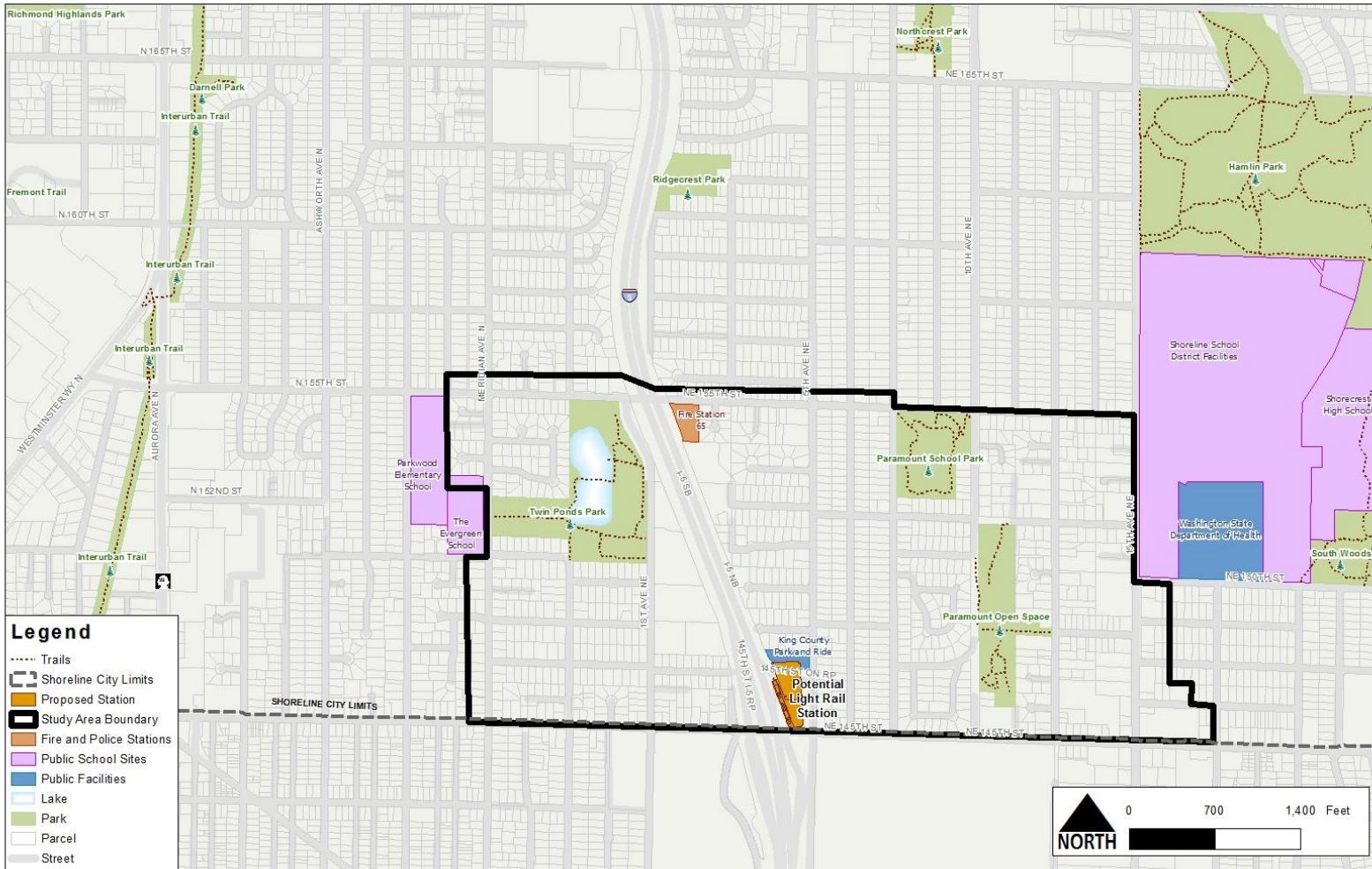
Rain Dog Designs





# Parks, Recreation, Open Space, Natural Areas





# Existing Parks/Community Assets





# Priority Habitat Areas/Wooded Areas







# Important

- This is a long-term vision and a long-range plan for the station subarea—similar to a community plat for the long term future.
- State requirement to consider the potential impacts of full build-out.
- The subarea plan will identify a list of priority improvements needed to support growth and change over the next twenty years. This list will be updated in the future with City capital improvement planning.





# Key Questions

- Does the Commission have questions or comments about impacts and mitigations analyzed/recommended?
- What are initial thoughts on which scenario (or revisions to either) should be recommended as the Preferred Alternative?
- If corridor redevelopment is to be a part of the Preferred Alternative, should it include both 155<sup>th</sup> and 5<sup>th</sup> or just one of these corridors, and which one?
- Should phased zoning be considered for the 145<sup>th</sup> Station Subarea?



# Next Steps

- February 5: Planning Commission Hearing
- February 17: Public Comment Period Closes
- February 23: City Council Selects Preferred Alternative
- FEIS is Prepared/Published



# How to Get a Copy of the DEIS

- Available for download at:

[www.shorelinewa.gov/lightrail](http://www.shorelinewa.gov/lightrail)

- Copies may be purchased at City Hall for cost of production (estimated at \$50.00 each) or compact disks can be purchased for less cost.





**Thank You!**

