

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Final Environmental Impact Statement for 145th Street Station Subarea Plan		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Miranda Redinger, Senior Planner Mandi Roberts, Principal, OTAK Rachael Markle, AICP, P&CD Director		
<input type="checkbox"/> Public Hearing	<input checked="" type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only	
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other	

INTRODUCTION AND BACKGROUND

On May 2, 2016, the City Council discussed potential zoning scenarios considered to date and selected a fourth alternative for study in the Final Environmental Impact Statement (EIS). The fourth alternative was based on the Planning Commission’s recommendation for a Preferred Alternative- the Compact Community Hybrid. Council also decided to include an analysis of phasing for all potential growth scenarios (Connecting Corridors, Compact Community, and Compact Community Hybrid). It is important to note that the Council did not designate a “Preferred Alternative”; they simply requested study of an additional zoning option and the concept of phasing.

The next step was to prepare the Final EIS, Subarea Plan document, and Planned Action and other adopting ordinances. A schedule for when the Commission should expect to discuss each of these documents is included in the Timing and Schedule section of this staff report. The focus of tonight’s discussion is the Final EIS.

While the Final EIS will not be a subject of the August 18 public hearing, information in the Final EIS will be used during decision-making with regard to the other elements of the Subarea Plan package that will be the subjects of the public hearing. The Subarea Plan package will consist of three ordinances:

- **Ord. No. 750** Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map

Approved By: Project Manager _____

Planning Director _____

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

DISCUSSION

Components of the Final Environmental Impact Statement

Chapter titles in the Final EIS are unchanged from those included in the Draft EIS. Each of the potential zoning alternatives and phased versions thereof have been analyzed in the Final EIS with regard to:

- Chapter 1- Environmental Summary
- Chapter 2- Description of Alternatives
- Chapter 3- Affected Environment, Analysis of Potential Impacts, and Mitigation Measures
 - 3.1- Land Use Patterns, Plans, and Policies
 - 3.2- Population, Housing, and Employment
 - 3.3- Multimodal Transportation
 - 3.4- Streams, Wetlands, and Surface Water Management
 - 3.5- Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas
 - 3.6- Schools, Police, Fire, and Other Public Services
 - 3.7- Utilities and Energy Use

Final EIS Review Guide—Companion Document to the Final EIS

A Review Guide for the Final EIS will be available to assist with finding key areas of analysis and important information presented in the Final EIS document. This Review Guide will be available for download at the same location as the Final EIS:

www.shorelinewa.gov/145FEIS. Note: FEIS not yet available.

Differences between the Draft EIS and the Final EIS

Much of the information in background and affected environment descriptions in the Final EIS remains the same as presented in the Draft EIS, but has been retained to provide supporting information for the analysis of a new potential zoning alternative. This also provides the reader with the analytical content all in one document so that there is not a need to reference between the Draft EIS and Final EIS in review.

New Potential Zoning Alternative and Analysis of Phased Zoning

The Final EIS presents new analysis related to Alternative 4—Compact Community Hybrid. This analysis was not reflected in the Draft EIS because the City intended to review the analysis of the alternatives in the Draft EIS, gather public and agency

comments, and then identify any potential additional alternatives for analysis in the Final EIS. On May 2, 2016, Council identified Alternative 4 as a new potential zoning alternative to be analyzed in the Final EIS.

Refer to Final EIS Chapter 2 for background behind identifying Alternative 4—Compact Community Hybrid for analysis in the Final EIS. Note that any subject matter with the heading “Alternative 4—Compact Community Hybrid” is new in the Final EIS and was not included in the Draft EIS.

The Final EIS also examines potential phasing of zoning with specific Phase 1 and Phase 2 boundaries. On May 2, 2016, Council decided to study the potential to phase zoning for all scenarios in the Final EIS. If phased zoning were to be implemented, Phase 1 could take effect upon adoption of the Subarea Plan (2016) and Phase 2 could take effect in 2033 (10 years after the light rail station is operational).

While a standard growth rate of between 1.5 percent and 2.5 percent is used to calculate impacts at twenty-year and build-out timeframes for all action alternatives, applying a specific boundary for Phase 1 and Phase 2 would influence where growth and change would occur, and as such, has been addressed in more detail in the Final EIS. Refer to the map graphics of the zoning alternatives showing phasing boundaries at the end of Section 3.1 of the Final EIS.

In the analysis of potential environmental impacts, Alternative 4—Compact Community Hybrid is listed first, followed by analysis of the other action alternatives. Analysis of Alternative 3—Compact Community, Alternative 2—Connecting Corridors, and Alternative 1—No Action are listed afterwards, in that order. The analysis of potential impacts of Alternatives 3, 2, and 1 remain generally the same in the Final EIS as presented in the Draft EIS.

Addendum to the Draft EIS- Wetlands and Streams Assessment and Geotechnical Issues for High Groundwater and Peat Conditions

Other differences between this Final EIS and the Draft EIS include more information pertaining to critical areas, specifically streams, wetlands, and their buffers, as well as geotechnical conditions in the subarea. A more in-depth assessment of these features was conducted in response to comments received on the Draft EIS. This Addendum to the Draft EIS, which consisted of one introductory and two technical memorandums, was published on February 19, 2016. The City offered a comment period through March 21, 2016. Refer to Section 3.4 of the Final EIS for additional information that was incorporated based on Addendum.

Updated Critical Areas Ordinance

The City updated its Critical Areas Ordinance on December 7, 2015 and new Critical Areas regulations have been in effect since February 1, 2016. The Final EIS reflects increased wetland and stream buffer sizes and other additional protections that result from the updated Critical Areas Ordinance and regulations. Refer to Section 3.4 of the Final EIS for this additional information.

145th Street Corridor Study

In March 2015, the City Council decided to postpone further light rail station subarea planning until the completion of a transportation corridor study for NE 145th Street. The “Preferred Concept” for the [145th Street Corridor Study](#) was adopted by Council in April 2016.

The 145th Street Corridor Study identified potential cross-sections for four segments of 145th Street:

- Lake City Way to Interstate 5;
- The Intersection at 145th Street and Interstate 5;
- Interstate 5 to Aurora Avenue N; and
- Aurora Avenue N to Greenwood Avenue.

The Final EIS for the 145th Street Station Subarea includes discussion of the first three segments listed above, which are adjacent to the subarea. This includes potential improvements identified to reduce congestion, increase safety, and support multimodal transportation. Information, including traffic modeling, developed as part of the Subarea Plan and Corridor Study was used to inform analysis of each project.

The Final EIS for the 145th Street Station Subarea integrates outcomes from the 145th Street Corridor Study such as consideration of a revised bike and pedestrian network based mostly on the “Off-Corridor Network” developed through the Corridor Study. Elements of the “Green Network” included in the Subarea Plan Draft EIS are carried forward in the Final EIS with more specific recognition of the Off-Corridor Network and how it might support rezoning and redevelopment. An illustration of the Off-Corridor Network is available here:

<http://www.shorelinewa.gov/home/showdocument?id=25427>.

This Off-Corridor Network was analyzed in association with Alternative 4—Compact Community Hybrid to reflect the work of the 145th Street Corridor study, while retaining the Green Network concept of connecting the subarea’s parks and open spaces through safe and inviting pedestrian and bicycle infrastructure.

Adopted and Proposed Development Code Regulations

Throughout the Final EIS, potential mitigation measures have been coordinated with Development Code regulations discussed by the Planning Commission, in the context of both the 185th and 145th Street Station Subarea Plans. Materials from past Planning Commission meetings where Development Code regulations have been discussed are available at: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>

Some of the regulations that were adopted as part of the 185th Street Station Subarea Plan deal with new zoning designations that could be applied to the 145th Street Station Subarea Plan, including dimensional, design, and transition standards, and allowed uses. You will find a discussion of pertinent regulations in the Final EIS, Chapter 3, Section 3.1.2. Some regulations deal with incentives for affordable housing, green building, and other amenities desired by the community. Some additional regulations have been discussed by the Planning Commission that could amend standards adopted through the 185th Street Station Subarea Plan. These discussions happened at Commission meetings on May 5, May 19, and June 2, 2016. Additional discussion will happen on July 21 and at the August 18 public hearing, prior to sending a recommendation to Council.

Responses to Draft EIS Comments

Responses to comments received during the public review period of the Draft EIS from agencies and members of the public are included in the Final EIS, along with responses to comments received on the Addendum to the Draft EIS published in February 2016. This information is provided in Chapter 4 of the Final EIS.

TIMING AND SCHEDULE

- July 7- Planning Commission meeting: Discuss Final EIS
- July 21- Planning Commission meeting: Discuss Subarea Plan and potential Development Code regulations
- August 4- Planning Commission meeting: Discuss Planned Action Ordinance and potential zoning map
- August 18- Planning Commission PUBLIC HEARING: Discuss all adopting ordinances for Subarea Plan package and make recommendation to Council
- September 12- Council meeting: Study Session on Subarea Plan package
- September 26- Council meeting: Council potentially amends and adopts Ordinances 750, 751, and 752*

*Council adoption may extend into October depending on number of revisions from Planning Commission recommendation.

RECOMMENDATION

No action is required as part of this discussion. Information in the Final Environmental Impact Statement for the 145th Street Station Subarea Plan will be used in decision-making throughout the adoption process.

ATTACHMENTS

None included with this staff report. The Final Environmental Impact Statement is anticipated to be available at the July 7 meeting.