

Exhibit A - Mitigation Measures Phase 1

Mitigation Measures for Phase 1 of Compact Community Hybrid Zoning Scenario

Attachment A- Ordinance 752, Exhibit A

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| <p>3.1 Land Use Patterns and Policies</p> | <ul style="list-style-type: none"> • Incremental change over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and provide suitable transitions between uses. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of change. |
| <p>3.2 Population, Housing, and Employment</p> | <ul style="list-style-type: none"> • Incremental growth over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth. |
| <p>3.3 Multimodal Transportation</p> | <p>Implement Transportation Master Plan (TMP) planned improvements:</p> <ul style="list-style-type: none"> • Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street • NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE • 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection • NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane • Implement Lynnwood Link Extension FEIS mitigation measures. • Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed. <p>N-NE 145th Street Multimodal Corridor Study improvements, including:</p> <ul style="list-style-type: none"> • Traffic signal improvements at intersections on Meridian Avenue and 1st Avenue • Improved signalized intersections with new left turn lanes, right turn lanes, and signal timing changes on 145th between Aurora Avenue and 15th Avenue NE • Transit signal priority along the corridor • Revised interchange at I-5 and on-ramp improvements • Additional left-turn storage on existing bridge over I-5 • N-NE 145th Street Multimodal Corridor Study improvements, including: <ul style="list-style-type: none"> • EB right turn lane @ SB I-5 • SB off-ramp right turn lane • WB right turn lane at 5th Avenue • Grade-separated crossing for non-motorized traffic over SB I-5 off-ramp |

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| | <ul style="list-style-type: none">• New bridge deck for 145th Street over I-5 that includes multi-use trail on north side• Sidewalks upgraded to meet City standards• WB BAT lane/queue jump lane east of 5th Avenue• EB BAT lane/queue jumps east of 15th Avenue NE• Wheelchair accessible bus stops• Restricted left-turn access mid-block east of 5th Avenue <p>Adoption of phasing boundaries has minimal influence on the level of mitigation needed because use of the transportation network extends beyond the Phase 1 boundary.</p> <p>N-NE 155th Street improvements, including:</p> <ul style="list-style-type: none">• Consistent with the TMP, extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes• Construct NB right-turn pocket at the intersection of N-NE 155th Street and 1st Avenue NE• Consider signalization or a roundabout at the intersection of N-NE 155th Street and 1st Avenue NE <p>5th Avenue NE improvements:</p> <p>Construct two-way left turn lane from I-5 NB on-ramp to N-NE 155th Street</p> <p>Meridian Avenue N:</p> <p>Consistent with TMP, convert Meridian Avenue N to three lane profile with two-way left turn lane and bicycle lanes</p> <p>Monitor the need for intersection improvements including roadway widening near intersections.</p> <p>Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 145th Street and other key corridors.</p> <p>Encourage access from side streets and/or rear alleyways.</p> <p>Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness.</p> <p>Expand signal coordination and other intelligent transportation systems (ITS) strategies.</p> <p>Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate space is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood.</p> |
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| | <p>Parking management strategies:</p> <ul style="list-style-type: none">• Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers.• Consider implementing variable time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use.• Provide parking location signage and information to direct drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking.• Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply.• If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply. <p>Traffic calming:</p> <p>Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program.</p> <p>Transit service improvements:</p> <ul style="list-style-type: none">• Support implementation of recommendations of the King County Metro Transit Metro Connects Long range Plan.• City to coordinate with area transit agencies on transit service integration strategies and improvements over time.• Strategies the City may employ include construction of signal priority systems, queue jumps, and bus bulbs.• Support on-demand transport services by King• County Metro Access, Hyde Shuttles, and others.• Analyze the potential demand for other services (car and bike sharing programs, ridesourcing services, etc.). <p>Pedestrian & Bicycle Facilities:</p> <ul style="list-style-type: none">• Implement recommended pedestrian and bicycle improvements in Lynnwood Link FEIS, 145th Multimodal Corridor Study (including off-corridor bike network), Shoreline Transportation Master Plan, and other plans, completing the pedestrian and bicycle network for efficient access to and from the station, within the subarea, and to surrounding neighborhoods and destinations.• Coordinate ongoing expansion of the bicycle and pedestrian network with transit service priority measures.• Implement the Green Network concept described in the FEIS in a phased approach with development.• Coordinate with Sound Transit on bike facilities at the station.• Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects. |
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| | <ul style="list-style-type: none"> • Consider opportunity to implement bike sharing program and additional bike storage near station. • Continue to require and implement pedestrian and bicycle facilities and improvements. <p>Implement transportation demand management (TDM) strategies and actions to minimize traffic congestion along N-NE 145th Street and other key corridors.</p> |
| <p>3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management</p> | <p>In areas proposed for upzoning, streams, wetlands, and buffers on sites proposed for redevelopment would be delineated and protected in accordance with the City’s Critical Areas Ordinance (CAO).</p> <p>Public parks and open space areas would continue to be retained as under existing conditions. Trees would be protected in these areas and in critical areas (streams, wetlands, buffers, and other designated critical areas) per the City’s CAO requirements.</p> <p>Surface water runoff would increase with redevelopment, but is required to be mitigated by various treatments and facilities in accordance with applicable local and state regulations. Flow control, preservation of hydrologic (surface and groundwater) systems, water quality treatment, and habitat protection are inherent elements of these regulations.</p> <p>There is the potential to restore and enhance stream corridors and habitat areas as mitigation requirements of redevelopment.</p> <p>Concentrations of peat laden soils appear to be located primarily in existing publicly owned park lands.</p> <p>Liquefaction susceptible areas mapped by the City appear to be located primarily in public park areas.</p> <p>Geotechnical, critical areas, and drainage reports are typical requirements of redevelopment projects subject to site development and building permits. These site-specific technical analyses will determine the exact extent of critical areas. Geotechnical reports would address soil suitability for redevelopment and recommended engineering techniques. Streams, wetlands, and buffers would be delineated, classified, and surveyed. Drainage reports will address City and Department of Ecology (DOE) requirements and determine methods for surface water management, including infiltration, green stormwater infrastructure and low impact development techniques, dispersion, conveyance, or other actions.</p> <p>To serve the Phase 1 area over the next twenty years, approximately 5,200 feet of conveyance improvements may be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development (LID).</p> <p>If phasing boundaries are not adopted, surface water management improvements</p> |

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| | <p>over a broader area in the next twenty years could add approximately another 5,000 to 6,000 feet of conveyance improvement needs (but likely would be mitigated/reduced).</p> |
| <p>3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas</p> <p>Public Services</p> | <p>By 2035: Estimated total population of 11,207 to 13,635 residents would generate demand for one new neighborhood park (in addition to the existing parks in the subarea), as well as other recreation and cultural services to serve the growing populations.</p> <p>Public parks and open space areas would continue to be retained as under existing conditions.</p> <p>Additional potential mitigation measures to be implemented over time, include:</p> <ul style="list-style-type: none"> • Implement PROS Plan projects/improvements. • Acquire additional park land. • Develop a park impact fee program. • Ensure that pedestrian connections through parks to light rail station are designed and constructed in character with the parks. • Address increased activity in existing parks with capital investment/maintenance funding program. • Continue to plan and determine specific needs for spaces, facilities and programs to accommodate anticipated growth. • Adopt Subarea Plan policies that address parks, recreation, and the natural environment (see Section 3.5 of the FEIS). • Implement the Green Network concept plan described in this FEIS. |
| <p>3.6 Schools, Police, Fire, and Other Public Services</p> | <p>An estimated 1,541 to 1,875 total new students would create additional demand for school facilities/services, as follows:</p> <p>793-965 elementary students 242-295 middle school students 506-615 high school students</p> <p>An estimated 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space.</p> <p>An estimated 287 to 664 additional annual calls (staff, equipment, and facilities to support increase).</p> <p>An estimated 1,226 to 2,257 more customers* would generate 28,198 to 51,911 additional pounds of solid waste per week.</p> <p>An estimated 2,886 to 5,314 more people would require 7.71 to 14.19 FTE additional City employees.</p> <p>An estimated 5.2 percent to 9.6 percent increase in demand for museum, library,</p> |

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| | <p>postal, and human services.</p> <p>All service providers would monitor the need for additional services and facilities as population growth occurs in the subarea.</p> <p>The School District would continue to retain existing properties for future potential uses.</p> <p>Consider opportunities for satellite facilities (police, library, etc.).</p> <p>Certain service providers could explore eligibility to charge impact fees.</p> <p>Seek to reduce demand for services based on outreach, behavioral choices, planning, and design.</p> <p>City may consider increases in development application review fees.</p> <p>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>3.7 Utilities</p> | <p>Specific 20-year projects will be identified through updates to the comprehensive plans of individual service providers.</p> <p>The following mitigations will be required at Full Build-out:</p> <p>Water: 3,091,000 total gallons per day compared to 690,000 current usage; 348% growth in demand.</p> <ul style="list-style-type: none"> • 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. • Evaluate/verify long-term storage and facilities needs. • Upgrade approximately 5,000 to 6,000 LF of existing SPU 4” and 6” mains to 8” (see Section 3.7 of FEIS for details). • Upgrade approximately 12,000 LF of existing North City Water 6” mains to 8” (see Section 3.7 for details). <p>Wastewater:</p> |

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| | <p>3,609,000 gpd compared to 813,000 gpd current usage; 344% increase in demand for service compared to current service level.</p> <ul style="list-style-type: none">• Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning.• Upgrade 1,400 LF of 30" trunk main, 130 LF of 18" trunk main, 2,300 LF of 18" or larger mains, and 8,100 LF of 12" to 15" mains. <p>Electricity: 360% increase in demand for electricity; undergrounding.</p> <p>Natural Gas: Major increase in demand at build-out.</p> <p>Communications (Phone, Internet, Cable): Major increase in demand at build-out.</p> <p>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.</p> <p>Increases in households and businesses would result in increased 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>Explore district energy options and incentivize green building.</p> <p>Behavioral changes may offset some demand for services.</p> |
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