

Addendum

Addendum to: City of Shoreline, Aurora Square Planned Action Draft Environmental Impact Statement (December 12, 2014) and Final Environmental Impact Statement (July 24, 2015).

Date Issued: March 8, 2019

Introduction

This document addends the City of Shoreline, Aurora Square Planned Action Draft Environmental Impact Statement (EIS) and Final Environmental Impact Statement.

The Draft EIS is available at this website:

<http://www.shorelinewa.gov/Home/ShowDocument?id=19087>

The Final EIS is available at this website:

<http://www.shorelinewa.gov/Home/ShowDocument?id=21489>

Consistent with the State Environmental Policy Act (SEPA), this addendum has been prepared to correct a reporting error in the trip generation numbers of the Draft EIS and the Final EIS. The trip generation numbers were reported incorrectly in the documents and have been corrected to match the trip generation numbers used in the analysis. There is no change to the analysis of alternatives, significant impacts, or mitigation measures. A notice of this Addendum has been circulated to those receiving the Final EIS.

Discussion

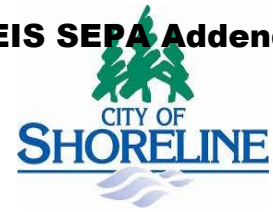
The Draft EIS identified the PM peak hour trips generated for each of the three alternatives in Chapter 3.3, Table 3-13 on page 3-51.

Table 0-1. PM Peak Hour Trip Generation by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Planned Growth Alternative 3
Inbound Trips	553	933	1,313
Outbound Trips	737	1,159	1,581
Total Trips	1,289	2,092	2,894

Source: KPG 2014

Table 3-13 (above) shows the trip generation numbers without a reduction for trips occurring within a site that has multiple land uses. The *National Cooperative Highway Research Program (NCHRP) Report 684* methodology estimates the number of trips between land uses within the site



(internal capture), which decreases the total vehicle trips external to the site. The transportation analysis in the EIS used trip generation numbers with a reduction for internal capture to evaluate traffic operations for the alternatives. The data in the Table 3-13 incorrectly reports the trip generation numbers without the internal capture reduction.

EIS Corrections

Based on the above review, make the following changes to the Draft EIS and the Final EIS.

1. In the Draft EIS, amend Table 3-13 on page 3-51 as corrected below:

Table 0-1. PM Peak Hour Trip Generation by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Planned Growth Alternative 3
Inbound Trips	553 <u>453</u>	933 <u>633</u>	1,313 <u>817</u>
Outbound Trips	737 <u>594</u>	1,159 <u>812</u>	1,581 <u>1,038</u>
Total Trips	1,289 <u>1,047</u>	2,092 <u>1,445</u>	2,894 <u>1,855</u>

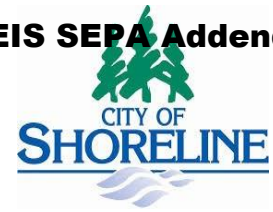
Source: KPG ~~2014~~2019

2. In the Draft EIS, amend Appendix D: Draft Planned Action Ordinance, Section III D (3) (a) Trip Ranges & Thresholds on page 4 as corrected below:

Peak Hour Inbound and Outbound trips during the PM Peak Hour by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Alternative 2 Net Trips	Planned Growth Alternative 3	Alternative 3 Net Trips
Inbound Trips	553 <u>453</u>	933 <u>633</u>	380 <u>180</u>	1,313 <u>817</u>	760 <u>364</u>
Outbound Trips	737 <u>594</u>	1,159 <u>812</u>	422 <u>218</u>	1,581 <u>1,038</u>	844 <u>444</u>
Total Trips	1,289 <u>1,047</u>	2,092 <u>1,445</u>	803 <u>398</u>	2,894 <u>1,855</u>	1,605 <u>808</u>

Source: KPG ~~2014~~2019



3. In the Final EIS, amend Appendix B: Proposed Planned Action Ordinance, Section 3 C (3) Transportation Thresholds as corrected below:

(a) Trip Ranges and Thresholds. The number of new PM Peak hour ~~and daily~~ trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

	No Action Alternative 1	Phased Growth Alternative 2	Net Trips Alternative 2	Phased Planned Growth Alternative 3	Net Trips Alternative 3
Inbound Trips	553 <u>453</u>	933 <u>633</u>	380 <u>180</u>	1,313 <u>817</u>	760 <u>364</u>
Outbound Trips	737 <u>594</u>	1,159 <u>812</u>	422 <u>218</u>	1,581 <u>1,038</u>	844 <u>444</u>
Total Trips	1,289 <u>1,047</u>	2,092 <u>1,445</u>	803 <u>398</u>	2,894 <u>1,855</u>	1,605 <u>808</u>