

6a. Staff Report - Ordinance 863: Minor Amendments to Aurora Square PAO

Planning Commission Meeting Date: June 6, 2019

Agenda Item: 6a.

**PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON**

AGENDA TITLE: Public Hearing on Ordinance No. 863: Minor Amendments to Aurora Square Planned Action Ordinance

DEPARTMENT: Planning & Community Development

PRESENTED BY: Rachael Markle, AICP, Director of Planning and Community Development

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|--|--|--|
| <input checked="" type="checkbox"/> Public Hearing | <input 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 August 10, 2015, the City Council adopted Ordinance No. 705 (**Attachment A**) designating a Planned Action for the Aurora Square Community Renewal Area (CRA). A Planned Action involves the upfront analysis of environmental impacts and mitigation measures to spur private development by facilitating environmental review of subsequent individual development projects to streamline the development process. The Planned Action for the CRA is based on the Environmental Impact Statement (EIS) that was finalized on July 25, 2015. Documents related to the Planned Action, including the Draft and Final EIS, can be reviewed at the following link:

<http://www.shorelinewa.gov/business/aurora-square-community-renewal-area>

On March 8, 2019, the City issued a State Environmental Policy Act (SEPA) Addendum for the Planned Action EIS. The purpose of an Addendum is to provide additional information or analysis that does not substantially change the analysis of the significant impacts and alternatives studied. The Addendum was necessary to correct information reported incorrectly in the Planned Action EIS related to PM Peak Hour Trip Generation by Alternative. Notice of this Addendum was circulated to those receiving the Final EIS. A copy of the Addendum is attached (**Attachment B**).

The Planned Action Ordinance – Ordinance No. 705 - includes a table that references the data that was corrected with the March 8, 2019 Addendum. For consistency, this table needs to be amended to correct these same data errors.

Approved By: Project Manager _____

Planning Director _____

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DISCUSSION

Chapter 3.3 of the Planned Action Draft EIS addresses Transportation. The City recently determined that trip generation numbers were incorrectly reported in the EIS. The Shoreline Place Development Agreement application submitted on December 21, 2018 was the first project requesting to qualify as a Planned Action under the Planned Action Ordinance. In addition to the Development Agreement application, the applicant submitted a Planned Action Determination of Consistency Review Checklist. It was during the review of this Checklist that staff discovered the error in the inbound, outbound and total trip data reported in the Planned Action EIS.

The Planned Action Draft EIS identified the PM peak hour trips generated for each of the three alternatives analyzed at Table 3-13 on page 3-51.

Table 0-143. 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

However, these trip generation numbers fail to reflect 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 Planned Action Draft EIS in the Table 3-13 incorrectly reports the trip generation numbers without the internal capture reduction resulting in more trip generation levels. There is no change to the analysis of alternatives, significant impacts, or mitigation measures as the City's consultant, KPG, utilized the correct trip generation numbers when performing the transportation analysis.

EIS Corrections

The following changes were made using the Addendum process to the Draft EIS and the Final EIS.

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1. In the Draft EIS, Table 3-13 on page 3-51 as was corrected as shown 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 20142019

2. In the Draft EIS, Appendix D: Draft Planned Action Ordinance, Section III D (3) (a) Trip Ranges & Thresholds on page 4 was corrected as shown 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	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 20142019

3. In the Final EIS, Appendix B: Proposed Planned Action Ordinance, Section 3 C (3) Transportation Thresholds was amended as shown 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>

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Outbound Trips	737 <u>594</u>	1,159 <u>812</u>	422 <u>218</u>	1,584 <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>

Amending the Planned Action Ordinance

The City Council approved Planned Action Ordinance No. 705 for the Aurora Square Community Renewal Area on August 10, 2015.

Ordinance No. 705 includes a table that establishes thresholds for the number of trips inbound, outbound and total trips including net trips for the CRA Planned Action. Projects that wish to comply with the thresholds, standards and mitigation adopted in Planned Action Ordinance No. 705 do not require additional environmental review under SEPA. For consistency with the SEPA Addendum, Section C Planned Action Qualifications of the Ordinance needs to be amended to correct the same data error previously corrected by the Addendum. Ordinance No. 863 would effectuate these amendments: **(Attachment C: Ordinance No. 863 Amends Ordinance No. 705):**

(3) Transportation and Thresholds:

(a) 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:

	Phased Alternative 3	Net Trips Alternative 3
Inbound Trips	1,313 <u>817</u>	760 <u>364</u>
Outbound Trips	1,584 <u>1,038</u>	844 <u>444</u>
Total Trips	2,894 <u>1,855</u>	1,605 <u>808</u>

NEXT STEPS

- June 17, 2019 - City Council will discuss Ordinance No. 863 and the amendments to Planned Action Ordinance No. 705 that it effectuates
- July 15, 2019 – City Council will consider adoption of Ordinance No. 863

RECOMMENDATION

Staff recommends that the Planning Commission conduct the Public Hearing and recommend approval of the proposed amendments to Ordinance No. 705 - Planned Action for the Aurora Square Community Renewal Area (CRA) – through Ordinance No. 863.

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ATTACHMENTS

Attachment A: Ordinance No. 705 - Planned Action for the Aurora Square Community
Renewal Area (CRA)

Attachment B: CRA EIS SEPA Addendum March 8, 2019

Attachment C: Ordinance No. 863 Amends Ordinance No. 705