

# SEPA ENVIRONMENTAL CHECKLIST

## ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

## ***Instructions for Lead Agencies:***

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

## ***Use of checklist for non-project proposals:***

For non-project proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

## **A. Background**

1. Name of proposed project, if applicable:

[City of Shoreline, Commute Trip Reduction Four-year Update: 2025-2029.](#)

2. Name of applicant:

[City of Shoreline is acting as lead agency for this four-year plan update.](#)

3. Address and phone number of applicant and contact person:

Steven Szafran, AICP, Senior Planner  
sszafran@shorelinewa.gov (206) 801-2512

4. Date checklist prepared:

Aug 1, 2024

5. Agency requesting checklist:

City of Shoreline.

6. Proposed timing or schedule (including phasing, if applicable):

Planning Commission Discussion: August 15, 2024  
Planning Commission Public Hearing: September 19, 2024  
City Council Study Session: September 23, 2024  
City Council Adoption: October 14, 2024

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

This checklist. The proposed City of Shoreline, Commute Trip Reduction (CTR) Four-year Update: 2025-2029 is a non-project action and would not have a direct impact on the environment. Any specific project impacts would be evaluated with a project application.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

10. List any government approvals or permits that will be needed for your proposal, if known.

The updated plan will require review and a decision by the City Planning Commission and the City Council. It will then be submitted to the Puget Sound Regional Council (PSRC) for review prior to submission to the Washington State Interagency Commute Trip Reduction Board for review and approval.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This is a non-project action. The Commute Trip Reduction (CTR) Plan for the City of Shoreline outlines policies and strategies to improve air quality and reduce traffic

congestion through employer-based transportation programs that encourage the use of alternatives to single-occupant vehicle trips for commute purposes. This plan as well as previous CTR plans and ordinances has been developed to meet the requirements of the Washington State Commute Trip Reduction Act (RCW 70.94) initially adopted in 1991. In 2015, the Washington State Legislature updated the program to allow greater flexibility at the jurisdiction level to apply transportation demand management (TDM) strategies that better address local conditions. This plan has been prepared in accordance with those revisions. This plan applies to "affected major employers" in Shoreline who employ 100 or more full-time employees at a single worksite and who are scheduled to begin their workday on weekdays between 6:00 a.m. and 9:00 a.m. The plan also applies to "voluntary employers" who choose to participate in the program even though they do not meet the criteria to be affected. Building upon the accomplishments of the existing commute trip reduction program, as well as other successful TDM strategies, the plan outlines strategies Shoreline, along with other agencies, will implement to assist employers in meeting the goals of the plan.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal occurs over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The CTR Plan broadly applies to the city of Shoreline and is focused on the following seven CTR-affected worksites:

- CRISTA Ministries, Inc. 19303 Fremont Ave N, Shoreline, WA 98103
- Shoreline Community College. 16101 Greenwood Ave N, Shoreline, WA 98103
- Fircrest Residential Habilitation Center – Washington State Dept. of Social and Health Services. 16101 Greenwood Ave N, Shoreline, WA 98103
- Public Health Labs – Washington State Dept. of Health. 1610 NE 150th St, Shoreline, WA 98155
- Washington State Dept. of Ecology (Dayton Office). 15700 Dayton Ave N, Shoreline, WA 98125
- Washington State Dept. of Transportation (Dayton Office) 15700 Dayton Ave N, Shoreline, WA 98125
- City of Shoreline. 17500 Midvale Avenue N, Shoreline, WA 98125

## **B. ENVIRONMENTAL ELEMENTS**

### **1. Earth**

- a. General description of the site

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b. What is the steepest slope on the site (approximate percent slope)?

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c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

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d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

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e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

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f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

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g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

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h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

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## 2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

The goals of the CTR program are to improve air quality, reduce traffic congestion and reduce vehicular gas usage. Specific types of emissions that the program aims to reduce include carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), particulate matter (PM), and volatile organic compounds (VOCs) from vehicle exhaust. While exact quantities are not provided, the program includes measures such as promoting alternative transportation modes, telework, flexible work arrangements, and enhancing carpool and vanpool options, which collectively aim to reduce the overall vehicle emissions in the City of Shoreline.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

These following measures proposed in the plan reduce vehicle emissions, promote cleaner transportation options, and enhance air quality. By implementing a combination of these strategies, the City of Shoreline can effectively manage and mitigate the environmental impacts associated with commuting and transportation. As noted previously the proposed City of Shoreline, Commute Trip Reduction (CTR) Four-year Update: 2025-2029 is a non-project action and would not have a direct impact on the environment. Any specific project impacts of the activities identified below would be evaluated with a project application.

### 1. Promote Alternative Transportation Modes

- **Encourage Use of Public Transit:** Support and subsidize ORCA passes for employees and the public to increase transit use. Promote awareness of new transit services like the Lynnwood Link light rail and Bus Rapid Transit (BRT) lines.
- **Support for Active Transportation:** Enhance facilities for biking and walking, such as secure bicycle storage, showers, lockers, and well-maintained pedestrian pathways.
- **Shared Mobility Options:** Expand and promote app-based shared e-scooters, e-bikes and carshare to provide convenient alternatives for short trips, particularly for first/last mile connections.

### 2. Implement Telework and Flexible Work Arrangements

- **Telework Programs:** Support and encourage telework options for eligible employees, reducing the need for commuting and associated vehicle emissions.
- **Compressed and Flexible Work Weeks:** Implement flexible scheduling and

compressed work weeks to reduce peak commute times and overall vehicle use.

### 3. Enhance Carpool and Vanpool Options

- **Carpool Programs:** Promote and support carpooling by providing designated carpool parking spaces and incentives for employees who carpool.
- **Vanpool Services:** Explore partnerships with vanpool providers to offer convenient and cost-effective vanpool options for employees.

### 4. Incentivize Non-Drive Alone Commuting

- **Incentive Programs:** Develop and implement incentive programs to reward employees for using alternative transportation modes. Examples include monthly challenges, rewards for frequent use of transit or biking, and recognition programs.

### 5. Advocate for Improved Transit Services

- **Micro-Transit Expansion:** Advocate for the expansion of on-demand micro-transit services in areas with limited public transportation options, ensuring better accessibility and reducing reliance on personal vehicles.
- **Improved Transit Infrastructure:** Support the development and enhancement of transit infrastructure to increase the efficiency and attractiveness of public transportation options.

### 6. Monitor and Evaluate Emissions

- **Data Collection and Analysis:** Use the new state surveying tools to collect data on commuting patterns and analyze it to identify trends and areas for improvement.

### 7. Community Engagement and Education

- **Educational Campaigns:** Run campaigns to educate the public about the environmental benefits of reducing single-occupancy vehicle trips and using alternative transportation methods.
- **Feedback Mechanisms:** Establish channels for community feedback to understand concerns and preferences related to transportation and air quality.

### 8. Collaborate with Local and Regional Partners

- **Partnerships with Agencies:** Work with regional transportation agencies, local businesses, and other stakeholders to align efforts and maximize the impact of the CTR Plan.
- **Integration with Regional Plans:** Ensure that the CTR Plan aligns with and supports regional air quality improvement strategies and transportation plans.

## 3. Water

### a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

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- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

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- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

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- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

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- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

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- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

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b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

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- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

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c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

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- 2) Could waste materials enter ground or surface waters? If so, generally describe.

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- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

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d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

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#### 4. Plants

a. Check the types of vegetation found on the site:

- Deciduous tree: alder, maple, aspen, other
- \_\_\_\_\_ evergreen tree: fir, cedar, pine, other
- \_\_\_\_\_ shrubs
- \_\_\_\_\_ grass
- \_\_\_\_\_ pasture



- \_\_\_\_\_ crop or grain
- \_\_\_\_\_ Orchards, vineyards or other permanent crops.
- \_\_\_\_\_ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- \_\_\_\_\_ water plants: water lily, eelgrass, milfoil, other
- \_\_\_\_\_ other types of vegetation

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b. What kind and amount of vegetation will be removed or altered?

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c. List threatened and endangered species known to be on or near the site.

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d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

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e. List all noxious weeds and invasive species known to be on or near the site.

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## 5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

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b. List any threatened and endangered species known to be on or near the site.

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c. Is the site part of a migration route? If so, explain.

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d. Proposed measures to preserve or enhance wildlife, if any:

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e. List any invasive animal species known to be on or near the site.

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## 6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The CTR Plan is a non-project action and does not directly involve construction or development that would require specific kinds of energy for its operation. However, it promotes energy-efficient commuting practices that could include the use of electric public transit.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

As a non-project action focusing on commute trip reduction policies and strategies, the CTR Plan will not directly impact the potential use of solar energy by adjacent properties. The plan does not involve physical construction or development that would shade or otherwise interfere with solar energy systems on nearby properties

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The CTR Plan includes several energy conservation features aimed at reducing energy consumption related to transportation:

- **Promoting Telecommuting:** Encouraging remote work reduces the need for commuting, thereby decreasing energy consumption from vehicles.
- **Carpooling and Vanpooling:** These measures reduce the number of vehicles on the road, leading to lower overall fuel consumption.
- **Public Transit:** Encouraging the use of public transit, which is more energy-efficient per passenger compared to single-occupancy vehicles.
- **Non-Motorized Transportation:** Promoting cycling and walking as alternatives to driving reduces energy use.
- **Support for Electric Vehicles:** Encouraging the adoption of electric vehicles and the development of infrastructure for electric vehicle charging, which can be powered by renewable energy sources.

- **Flexible Work Hours:** Reducing peak-hour congestion can improve traffic flow and decrease fuel consumption.

These energy conservation measures are designed to support the broader goals of reducing greenhouse gas emissions and promoting sustainable transportation within the City of Shoreline.

## 7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

The CTR Plan is a non-project action focused on policy and strategy improvements for commute trip reduction. There are no direct environmental health hazards, such as exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, associated with this proposal.

Describe any known or possible contamination at the site from present or past uses.

- 1) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Since the proposal applies citywide and does not pertain to a specific site, there are no known or possible contaminations directly associated with this non-project action. Any specific sites involved in future projects would be evaluated for contamination during their individual assessments.

The CTR Plan does not involve physical development or construction, so it is not directly affected by existing hazardous chemicals or conditions, including underground pipelines. Future projects that implement CTR strategies will be evaluated individually for such conditions.

- 2) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

There are no toxic or hazardous chemicals associated with the development or operation of the CTR Plan itself. The plan focuses on reducing vehicle trips and promoting sustainable transportation practices.

- 3) Describe special emergency services that might be required.

No special emergency services are anticipated to be required as a result of the CTR Plan. The plan aims to reduce traffic congestion and promote safer, more sustainable

commuting options.

4) Proposed measures to reduce or control environmental health hazards, if any:

As the CTR Plan does not introduce environmental health hazards, no specific measures are needed. However, the plan promotes the reduction of single-occupancy vehicle trips, which can lead to decreased emissions and improved air quality, indirectly benefiting environmental health

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The City of Shoreline experiences typical urban noise levels, including traffic noise from vehicles, public transit, and general urban activities. These existing noise levels are not expected to negatively affect the implementation of the CTR Plan.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

The CTR Plan itself will not create noise. It is a non-project action focusing on policy and strategy improvements for commute trip reduction. Indirectly, by promoting alternative transportation modes and reducing single-occupancy vehicle trips, the plan may contribute to a long-term reduction in traffic noise.

3) Proposed measures to reduce or control noise impacts, if any:

The CTR Plan promotes measures such as telecommuting, carpooling, vanpooling, and the use of public transit, which can lead to reduced traffic noise over time. By decreasing the number of vehicles on the road, the plan aims to contribute to a quieter urban environment.

**8. Land and Shoreline Use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

- The City of Shoreline's Commute Trip Reduction (CTR) Four-Year Plan Update for 2025-2029 applies citywide and does not pertain to a specific site. However, the CTR plan focuses on the seven CTR-affected worksites within the city. These worksites are primarily education, government and commercial properties, including offices and other employment centers where the CTR programs are implemented. Adjacent properties in the city of Shoreline include a mix of residential, commercial, public facilities, and open spaces.
- The proposal is a non-project action focused on policy and strategy improvements for reducing single-occupancy vehicle trips. It will not directly affect current land uses on

nearby or adjacent properties. Instead, it aims to enhance transportation efficiency and reduce traffic congestion through improved commute options. The implementation of the CTR plan is expected to have positive impacts on the overall urban environment by potentially reducing the number of vehicles on the road, improving air quality, and promoting sustainable transportation methods. This could enhance the quality of life for residents and businesses across the city, indirectly supporting current land uses by improving accessibility and reducing environmental impacts.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No

- c. Describe any structures on the site.

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- d. Will any structures be demolished? If so, what?

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- e. What is the current zoning classification of the site?

Since the CTR plan is a citywide, non-project action, it encompasses various zoning classifications within the City of Shoreline. The targeted CTR-affected worksites and adjacent properties include zones such as residential, commercial, mixed-use, and public facilities. Specific zoning classifications can be found in the City of Shoreline's zoning map.

- f. What is the current comprehensive plan designation of the site?

The plan covers seven CTR worksites and is meant ultimately to apply to the City at large. The comprehensive plan designation for the City of Shoreline includes a range of land use categories such as residential, commercial, mixed-use, public facilities, and open space. the current comprehensive plan designations for the seven CTR sites: CRISTA Ministries Inc., Campus; Shoreline Community College: Public Facilities; Fircrest Residential Habilitation Center – Washington State Dept. of Social and Health Services: Public Facilities; Washington State

Dept. of Ecology (Dayton Office): Mixed-Use 1; Washington State Dept. of Transportation: Public Facilities.

g. If applicable, what is the current shoreline master program designation of the site?

This is a non-project action. Does not apply.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

This is a non-project action. Does not apply.

i. Approximately how many people would reside or work in the completed project?

This is a non-project action. Does not apply.

j. Approximately how many people would the completed project displace?

This is a non-project action. Does not apply.

k. Proposed measures to avoid or reduce displacement impacts, if any:

This is a non-project action. Does not apply.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

This is a non-project action. Does not apply.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

This is a non-project action. Does not apply.

## 9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

This is a non-project action. Does not apply.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

This is a non-project action. Does not apply.

c. Proposed measures to reduce or control housing impacts, if any:

This is a non-project action. Does not apply.

#### 10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

This is a non-project action. Does not apply.

- b. What views in the immediate vicinity would be altered or obstructed?

This is a non-project action. Does not apply.

- b. Proposed measures to reduce or control aesthetic impacts, if any:

This is a non-project action. Does not apply.

#### 11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

This is a non-project action. Does not apply.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

This is a non-project action. Does not apply.

- c. What existing off-site sources of light or glare may affect your proposal?

- d. Proposed measures to reduce or control light and glare impacts, if any:

#### 12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

The City of Shoreline offers various designated and informal recreational opportunities, including parks, trails, sports fields, playgrounds, and community centers. Notable parks include Richmond Beach Saltwater Park, Hamlin Park, and Shoreline Park. There are also numerous smaller neighborhood parks and green spaces that provide recreational opportunities for residents

- b. Would the proposed project displace any existing recreational uses? If so, describe.

The CTR Plan is a non-project action and will not displace any existing recreational uses. It focuses on policy and strategy improvements for commute trip reduction and does not involve physical development that would impact recreational areas.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The CTR Plan is not expected to have any negative impacts on recreational opportunities. Instead, by promoting sustainable transportation and reducing traffic congestion, the plan could enhance access to recreational areas and improve the overall quality of life in Shoreline.

### 13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

This is a non-project action. Does not apply.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

This is a non-project action. Does not apply.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

This is a non-project action. Does not apply.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

This is a non-project action. Does not apply.

#### Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The City of Shoreline is served by several major streets and highways, including Interstate 5, State Route 99 (Aurora Avenue), and State Route 104 (Ballinger Way NE). The CTR Plan covers the entire city and aims to improve access and reduce congestion on these and other local streets.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Yes, the City of Shoreline is served by public transit, including King County Metro buses and Community Transit. There are transit stops throughout the city, providing residents with access to local and regional transportation services

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?



The CTR Plan is a non-project action and does not involve the creation or elimination of parking spaces. It focuses on reducing the need for parking by encouraging alternative transportation modes.

- c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The CTR Plan itself does not directly require new or improved transportation facilities. However, the implementation of the plan may lead to projects that enhance pedestrian and bicycle infrastructure, improve public transit facilities, and reduce traffic congestion. These improvements would be part of future projects aimed at supporting the plan's goals.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The CTR Plan does not directly involve water, rail, or air transportation. It focuses on citywide commute trip reduction strategies, primarily affecting road and public transit systems.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The CTR Plan aims to reduce vehicular trips rather than generate new ones. The goal is to decrease single-occupancy vehicle trips by promoting alternative transportation modes, thus reducing overall traffic volumes. Specific data and transportation models used for these estimates will be part of future project evaluations

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

- h. Proposed measures to reduce or control transportation impacts, if any:

The CTR Plan includes several measures to reduce transportation impacts, such as promoting telecommuting, carpooling, vanpooling, public transit, cycling, and walking. These measures aim to decrease single-occupancy vehicle trips, reduce traffic congestion, and improve transportation efficiency.

## 15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The CTR Plan is a non-project action designed to reduce single-occupancy vehicle use but is

not anticipated to result in a significant increase in the demand for public transit services or any other public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any.  
Current transit service providers monitor transit ridership to ensure that there is sufficient capacity on transit routes and consider enhancements to accommodate additional demand.

**16. Utilities**

- a. Circle utilities currently available at the site:  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_

The CTR Plan is a non-project action

- d. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The CTR Plan is a non-project action

**C. Signature**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee: Nytasha Walters

Position and Agency/Organization: Transportation Services Manager

Date Submitted: \_\_\_\_\_

**D. supplemental sheet for non-project actions**

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Implementation of the CTR Plan is anticipated to have a negligible impact on water bodies; production, storage, or release of toxic or hazardous substances; or production of noise. The CTR Plan encourages travel behavior they may result in reduced emissions to air.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Implementation of the CTR Plan is anticipated to have a negligible impact on affect plants, animals, fish, or marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Not applicable.

3. How would the proposal be likely to deplete energy or natural resources?

The plan could lead to minimal increase in energy usage. For example, if the plan includes improvements to public transit infrastructure, this could lead to higher energy consumption for operating buses, trains, or other transit vehicles. Additionally, new developments or facilities related to the plan might indirectly increase energy demand.

Proposed measures to protect or conserve energy and natural resources are:

- **Energy Efficiency:** Advocate for the use of electric vehicles and electric or hybrid buses to reduce fossil fuel consumption.
- **Public Engagement:** Promote energy conservation and resource protection among commuters and stakeholders. This could include awareness campaigns about the benefits of using public transit, biking, or walking, which can reduce the overall energy footprint of the transportation system.
- **Monitoring and Evaluation:** Assessments of impact on reduced drive alone trips among commuters will be conducted annually. This will be evaluated in the context of resource use and environmental impacts, and improvements will be implemented based on findings.

By focusing on these measures, the Commute Trip Reduction Plan can help mitigate its impact on energy and natural resources while supporting the goal of reducing single-occupancy vehicle use

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Implementation of the CTR Plan is anticipated to have a negligible impact on affect environmentally sensitive areas or areas designated (or eligible or under study) for

governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands

Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The plan could encourage more mixed-use developments, integrating residential, commercial, and transit-oriented uses. This might align with or support existing plans aimed at increasing density and reducing reliance on single-occupancy vehicles.

**Proposed Measures to Address Impacts:**

- o Ensure that any proposed changes or developments are integrated with the City's existing land use and comprehensive plans. This might involve coordinating with planning authorities and adjusting project details as needed.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The Plan encourages the use of alternative transportation modes to the single occupancy vehicle. This includes pedestrian facilities, bike lanes, trails, high-capacity bus routes, transportation hubs, and light-rail. These travel modes will accommodate increased amounts of travelers on the city streets and hopefully decrease demands for new facilities for single-occupancy vehicles.

Proposed measures to reduce or respond to such demand(s) are:

None. Increasing the demand for alternative transportation modes broadly supports the objectives of the CTR Plan.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This Plan will not conflict with local, state, or federal laws.