

Figure 3-10: Fred Meyer Southwest Entrance and Public Plaza Looking West

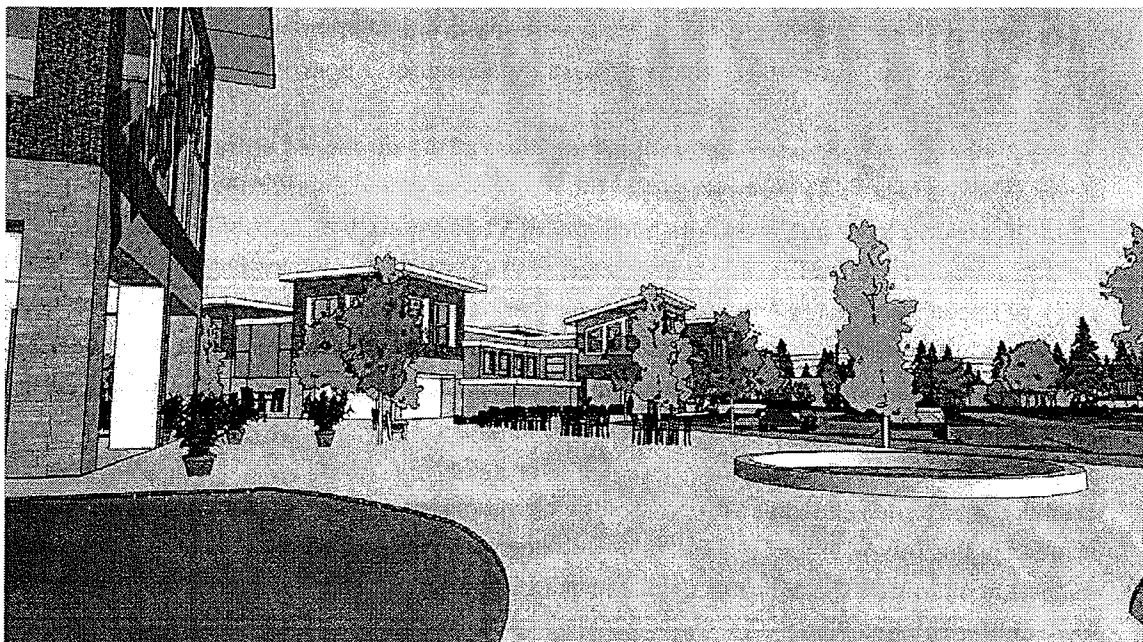


Figure 3-11: Fred Meyer Southwest Entrance and Public Plaza Looking East

3.2 Impacts

Impacts Common to Both Alternatives

Future commercial and residential redevelopment under either alternative is anticipated to result in slightly taller and denser developments than what currently exist in the Subarea. Although the mass and scale of the discussed redevelopment is already permitted by the current zoning (No Action Alternative) and would be consistent with the proposed Town Center zoning (Proposed Action), redevelopment could result in a change in land use and visual character in the subarea, as compared to the primarily one and two-story strip retail uses in the region. Adjacent single family neighborhoods have expressed concern regarding the potential impacts that could result from increased development in the Town Center Subarea.

3.3 Mitigation Measures

Mitigation Measures Incorporated into the Proposed Action

As detailed in Sections 2.3 and 3.1, the Town Center Code was developed to create a visually appealing, mixed-use center neighborhood within the City of Shoreline, while at the same time protecting adjacent single family residential neighborhoods from any potential impacts that could result from redevelopment in the area. The Town Center Subarea Plan and Development Code include a number of standards and provisions regarding mass, scale, setbacks, site access, and landscaping that were developed to help protect and respect adjacent neighborhoods, and would require administrative design review and traffic studies for most projects. The emphasis on services, public spaces, and walkability will make Town Center accessible for the surrounding single family neighborhoods to use as amenities. In addition, the City held numerous public meetings and workshops over several years to gather input and hear concerns from nearby businesses and residents. As such, adoption of the Town Center Code and Subarea Plan would mitigate any potential adverse impacts related to land use and aesthetics.

Mitigation Measures Incorporated into No Action Alternative

Although not as detailed or comprehensive as those included in the Proposed Action, Section 20.50 of the Shoreline Municipal Code provides a number of development and design standards, most notably for the MUZ zone, that were developed to create transitions between the envisioned higher density residential and commercial uses within the Town Center and the adjacent single family neighborhoods. Administrative design review is already required for projects within the MUZ. However, it does not presently include the detailed design standards contained in the proposed Town Center Code. Both the existing zoning and proposed Town Center Code require setbacks for large buildings adjacent to residential zones. Although to a lesser degree as the Proposed Action, the current code should mitigate any potential adverse impacts.

3.4 Significant Unavoidable Adverse Impacts

With implementation of development and design standards present in either mitigation measure, no significant and unavoidable land use impacts are anticipated.

Chapter 4: Air Quality and Climate Change

4.1 Affected Environment

4.1.1 Air Quality

Three agencies have jurisdiction over air quality in the Central Puget Sound region of Washington. The Puget Sound Clean Air Agency (PSCAA) is responsible for monitoring air quality in King, Snohomish, Kitsap, and Pierce Counties, working with the Washington Department of Ecology (DOE) to track air monitoring results for six criteria air pollutants at a number of monitoring sites throughout the four counties. The closest monitoring sites to Shoreline are located in Lynnwood and Lake Forest Park.

The United State Environmental Protection Agency (EPA) sets national ambient air quality standards (NAAQS) for these six pollutants, which include:

- Particulate Matter (10 micrometers and 2.5 micrometers in diameter)
- Ozone
- Nitrogen Dioxide
- Carbon Dioxide
- Sulfur Dioxide
- Lead

Regions that meet the NAAQS for criteria pollutants are said to be in attainment, while those that are not are said to be nonattainment areas.

Since 2004, the PSCAA has also increased its monitoring of over 400 air toxics, which are chemicals and compounds defined by DOE and PSCAA as pollutants that can lead to a number of adverse health effects, such as increased cancer risk and respiratory effects.

To help monitor and present data on regional air quality in the Central Puget Sound, the PSCAA issues an annual Air Quality Data Summary. The PSCAA compiles the data into an Air Quality Index (AQI), which is a nationwide reporting standard developed by EPA for the six criteria pollutants and is calculated for the monitoring sites throughout the region. An AQI below 50 is considered Good; between 51 and 100 is considered Moderate (the maximum acceptable level); between 101 and 150 is considered Unhealthy for Sensitive Groups; and above 151 is considered Unhealthy for all groups. The most recent data summary, covering the year 2008, was issued in October 2009.

In general, the data summary shows that air quality in the area is improving, especially for carbon dioxide and sulfur dioxide. However, the summary states that elevated fine particle levels present the greatest challenge in the region. Much of Pierce County is currently considered a

nonattainment area for particulate matter 2.5 micrometers in size (PM_{2.5}) due to elevated fine particulate levels in South Tacoma that exceed the NAAQS (which were lowered for PM_{2.5} by EPA in 2006), while monitoring sites in Snohomish County are close to the federal standard and all four counties exceed the agency's local PM_{2.5} health goal of 25 ug/m³. PM_{2.5} is generated primarily by automobile emissions and wood burning, and as such tend to be highest in the region during the winter months, which can lead to mandatory burn bans.

In addition, ozone levels remain a concern for the region, as ozone concentrations have not decreased as significantly as its precursor pollutants, and ozone levels at the Enumclaw monitoring site violated the strengthened March NAAQS (0.075 ppm) between 2006 and 2008.

Air Quality in the City of Shoreline and Town Center

Given these issues, it is important to consider and promote land use and transportation options that have the potential to help improve air quality in the region. The Town Center Subarea Plan envisions the area as a “model of environmentally sound building and development practices”, with “efficient and sustainable structures with zero carbon impacts”, and a mix of uses that helps to reduce automobile trips, increase transit use, and results in more compact development within the Town Center Subarea. The Town Center Subarea Plan and Town Center Code are consistent with the City's Environmental Sustainability Strategy (adopted in 2008), which focuses on balancing environmental quality, economic vitality, and human health and managing growth in a sustainable way. In the future, the Sustainability Strategy envisions a number of Key Program Strategies that could improve air quality in the Town Center Subarea, including:

- Development of a residential green building program;
- Measuring and tracking emissions in the permitting and planning process; and
- Prioritizing non-motorized transportation investment and planning

4.1.2 Greenhouse Gas Emissions and Climate Change

According to the EPA, greenhouse gases are gases such as carbon dioxide, methane, nitrous oxides, and fluorinated gases that trap heat in the atmosphere, resulting in elevated atmospheric temperatures. Between 1990 and 2007, EPA estimates that greenhouse gas emissions increased by 17%, with the dominant factor in US emissions being carbon dioxide emissions from fossil fuel combustion, which saw a 21.8% increase during that period. In 2007, the United States Supreme Court ruled that greenhouse gases are pollutants under the federal Clean Air Act, and directed the EPA to analyze the potential adverse health impacts. In 2009, the EPA determined that six specific greenhouse gases threaten public health and the welfare of current and future generations.

While encouraging the reduction of greenhouse gases, PSCAA does not monitor their levels in the atmosphere. However, DOE has issued a “Working Paper” determining that jurisdictions are now required to consider the potential impacts of climate change in the SEPA process. DOE has stated

that agencies may follow DOE's guidance, or implement their own process, so long as they consider the direct, indirect, and cumulative impacts of greenhouse gases of a proposal.

In 2007, King County added a section on greenhouse gas emissions to its SEPA Checklist, and created a worksheet to help calculate the lifetime greenhouse gas (GHG) emissions of projects. Lifetime emissions include embodied emissions (those directly tied to the use), energy emissions from operation/construction of the use, and transportation uses related to construction and operation of, and customer/resident travel to and from, the use. Values are reported in Metric Ton Carbon Dioxide Equivalents (MtCO₂e).

Based on the development parameters of the Town Center Subarea Planned Action, the lifetime greenhouse gas emissions for 1,000 large building multi-family units, 150 small building multi-family units, 50 single-family homes, 200,000 square feet of office, and 200,000 square feet of commercial (retail) space were calculated (see Appendix A). In total the lifetime greenhouse gas emissions of the Town Center is anticipated to be 1.9 million MtCO₂e. As a reference, the yearly energy emissions of approximately 1,200 primarily multi-family residential units is about 10,000 MtCO₂e, while the yearly transportation emissions are typically about two times that value (20,000 MtCO₂e). While the King County Worksheet does not account for variables such as reduced parking standards, proximity to transit and bicycle trails, and mixed-use developments, the City anticipates that such characteristics will be influential in reducing the Town Center Subarea's overall carbon footprint.

Addressing Climate Change in the Town Center Subarea and City of Shoreline

In our region, transportation accounts for the biggest share of greenhouse gas emissions. As previously discussed, the Town Center Subarea envisions a compact mix of land uses that allows residents and employees to walk and ride their bikes and reduce their dependence on automobiles for short trips, which has the benefit of reducing greenhouse gases. Such strategies and goals are also incorporated into the City's Environmental Sustainability Strategy, and in the U.S. Mayor's Climate Protection Agreement, Cascade Agenda, and Green City Partnership Program, which the Shoreline City Council has adopted by resolution. In 2009, the City of Shoreline began collecting baseline data about local practices that contribute to global warming. Later this year, the City hopes to begin a program to offer individuals and businesses alternative actions that protect our climate.

4.2 Impacts

Development in the Town Center Subarea is expected to increase by up to 1200 units, 200,000 square feet of office, and 200,000 square feet of commercial under either alternative, as part of the anticipated 5,000 housing units and 5,000 jobs that the City of Shoreline is anticipated to accommodate over the next twenty years. This level of development will result in short term construction impacts related to air quality and the potential for longer-term impacts related to operations of future uses. However, all development will be subject to applicable local, regional, state, and federal regulations related to air quality and climate change.

In addition, the Town Center Subarea Plan's focus on compact, mixed-use development to accommodate said growth will result in a net benefit to air quality when compared to the City's historic reliance on suburban, single-family residential development to accommodate growth. The City has also increased its commitment to addressing air quality and climate change in recent years through its adoption of the Environmental Sustainability Strategy, U.S. Mayor's Climate Protection Agreement, Cascade Agenda, and Green City Partnership Program.

As such, the proposal would not result in any significant environmental impacts.

4.3 Mitigation Measures

Given the lack of significant impacts, no mitigation measures are required. However, the City of Shoreline is committed to continuing to pursue and adopt programs and policies that have the potential to improve air quality and reduce greenhouse gases.

4.4 Significant Unavoidable Adverse Impacts

None.

Chapter 5: Parks and Recreation

5.1 Affected Environment

The City of Shoreline currently has 330 acres of parks throughout the City, including 20 developed park sites, two off-leash dog park sites (one year-round, one seasonal), and numerous open space and preserve sites. Shoreline's parks are classified based on their service area, according to classifications established by the National Recreation and Parks Association (NRPA). Neighborhood parks generally have a ½ mile service area (15 minute walk), community parks a 1 ½ to 3 mile service area, and regional parks attract visitors from throughout the region. Many of the City's community parks also include soccer, baseball, and softball fields which are used by youth and adult leagues throughout the City and region.

5.1.1 Parks and Open Space within the Town Center Subarea

Figure 5-1 illustrates City parks in the general vicinity of the Town Center.

The Interurban Trail

The Interurban Trail is a 3.25-mile paved multi-purpose pedestrian and bicycle trail that is located on the east side of Aurora Avenue N within the Seattle City Light power transmission line right-of-way between N 145th Street and N 205th Street. Consistent with Policy TC-10 of the Subarea Plan, the trail connects neighborhoods to shopping, services, employment, transportation centers, and parks. The trail corridor provides an important north-south linkage through the City and to the rest of the regional Interurban Trail system (south to Seattle and north to Everett).

The trail serves as the spine of the City's bicycle trail system and is used by commuters, as well as recreational bicyclists, walkers, and joggers. The City of Shoreline recognizes the importance of the Interurban Trail, and is committed to maintaining it as a regional bicycle and pedestrian facility. The City of Edmonds is set to begin construction on its portion of the Interurban Trail in Summer 2011, which will serve to improve connections to Mountlake Terrace, Lynnwood, and Everett to the north.

Proposed Park at Town Center

The City of Shoreline is currently in the planning process for the Park at Town Center, as a passive recreational space that would be located on either side of the Interurban Trail between N 178th Street and N 185th Street. The Town Center Subarea Plan envisions it as a linear park that "provides a green thread through the center of the area", with Policy TC-19 proposing "a memorable, green, open space" linked to City Hall that should be programmed for "celebrations, public gatherings and informal 'third places'".

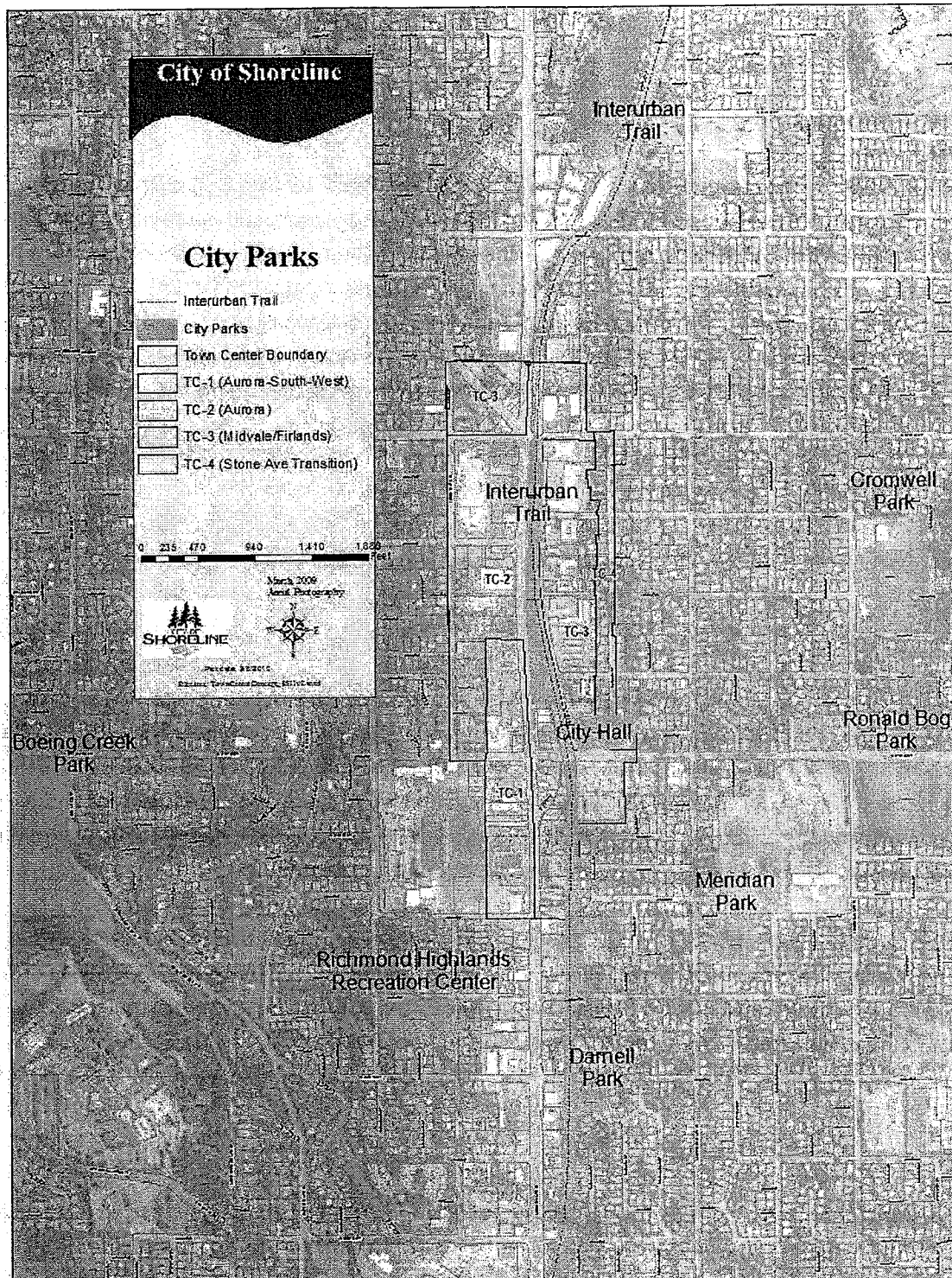


Figure 5-1- City of Shoreline Parks and Open Space

Based on input from the community, the City is considering three alternatives for the Park at Town Center: On the Move, Reflection, and Center Stage (see Appendix B). All three alternatives share common elements such as flexible spaces for outdoor events, a restroom facility, a link to City Hall, lighting, public art, and connections to surrounding neighborhoods, while differing in regards to the orientation of pathways, the use of water features, and the location of the Ronald Place (Red Brick Road) bricks.

Input on the three alternatives is being accepted until June 1, after which time the alternatives will be presented at a public workshop. Ultimately, one alternative will be selected and forwarded on to the City Council for adoption.

Parks and Open Space near the Town Center Subarea

- Richmond Highlands Recreation Center and Park is a 4.2-acre community park located south of Shorewood High School and includes: a small gym with a stage and indoor play equipment, a game room with billiard and ping pong tables, a meeting room with kitchen, outdoor children's play equipment, and a ball field. In 2009 and 2010, the City completed improvements to the baseball field/dugouts and installed a new restroom facility.
- Meridian Park is a 3.13-acre natural area located south of Meridian Park Elementary School and includes a wetland with a stream crossing as well as some passive meadow and natural areas with a circular trail. The park also includes picnic tables, benches, a basketball court, and tennis courts.
- Ronald Bog Park is a City-owned 13.61-acre natural area at the headwaters of Thornton Creek, on N 175th St just west of Interstate 5. The site was once a peat bog that was actively mined in the 1950s. The park currently features a small square-shaped pond that shows evidence of the past peat mining activities; in addition, the pond now serves an important function in stormwater management for the City.
- The 9.02-acre Crowell Park is a community park in the Meridian Park that was completely renovated in August 2010. Cromwell Park includes a basketball court, play equipment, amphitheatre, baseball field, playfield, and walking paths.
- Echo Lake Park is a 0.77-acre natural area located at the north end of Echo Lake and abutting the Interurban Trail along its eastern border. The park includes restroom facilities, picnic tables, and benches.
- Darnell Park is a 0.83-acre natural area located just east of the Interurban Trail, just south of N 165th Street. The park includes an open segment of Boeing Creek.

5.1.3 Parks Level of Service

The City of Shoreline is currently working on the update to its Parks, Recreation, and Open Space (PROS) Plan, which was adopted in May 2005. The current PROS Plan does not have an established level of service for parks and recreation services (such as acres of park/1,000 residents). Instead, the PROS Plan focuses on the recreational amenities (playfields, park benches, water fountains, restrooms, etc) available to residents by the City's recreational facilities.

While there is not a specific level of service established in the Comprehensive Plan or PROS Plan, the 2005 PROS Plan did identify a citywide deficiency in amenities at the community park and neighborhood park level. Since that time, City of Shoreline residents passed an \$18.6 million bond levy to acquire new open space and complete park improvements, with much of that money spent on improving amenities at the neighborhood and community park level. In the immediate vicinity of the Town Center Subarea, that included a complete redevelopment of Cromwell Park (detailed above) and field improvements at Richmond Highlands Park. In addition, the City has made significant improvements to amenities at Richmond Beach Saltwater Park (a nearby regional park), Boeing Creek Park, Hamlin Park, and Twin Ponds Park.

5.2 Impacts

While the 2011 PROS Plan is currently still being completed, preliminary analysis has shown that the previous amenities deficiencies at the Community and Neighborhood Park have been addressed by recent and continuing park improvements throughout the City. As detailed above, a number of those improvements have been at park facilities that would serve the current and future population of the Town Center Subarea. As such, neither alternative is anticipated to result in potential significant impacts related to parks and recreation. Should a future PROS Plan show deficiencies due to increases in population within the Town Center, additional analysis will be needed.

5.3 Mitigation Measures

No mitigation measures needed.

5.4 Significant Unavoidable Adverse Impacts

None

Chapter 6: Historic and Cultural Resources

6.1 Affected Environment

As part of the Aurora Corridor Improvement Project: N 165th Street-N 205th Street, a Cultural Resources Assessment was prepared in August 2007 by Western Shore Heritage Services, Inc. (WSHS). The WSHS study was based on a review of previous ethnographic, historic, and archaeological investigations in the local areas; site file searches at the Washington Department of Archaeology and Historic Preservation (DAHP) and King County Historic Preservation Program (KCHPP); and a review of relevant background literature and maps. In addition, Suquamish and Tulalip Tribes cultural resources staff were notified by WSHS of the Aurora Corridor project details and provided the opportunity to comment on the potential impacts of the project.

The WSHS study area based its Area of Potential Effect (APE) on those parcels that had the potential to be impacted by the construction areas for the Aurora Corridor project, and included Aurora Avenue N between N 165th Street and N 205th Street (the parcels on the west side of Aurora between 180th and 185th all extend west to the east side of Linden Avenue N), as well as Midvale Ave N between N 175th Street and N 185th Street.

As such, the WSHS study covered the majority of the Town Center Subarea, with the exception of the multifamily residential (apartment) developments along the east side of Linden Avenue N between N 175th Street and N 179th Street; the single and multifamily residential units along the west side of Stone Avenue N between N 175th Street and N 185th Street; and seven parcels on Firlands Way N between N 185th Street and N 188th Street.

The WSHS study determined that there were four historic properties eligible for listing on the National Register of Historic Places located within the Aurora Corridor Project's APE, two of which are located within the Town Center Subarea (see Appendix C). The first property is the Auto Cabins, located at 17203 Aurora Avenue N. The Auto Cabins are a group of small cabins built between 1921 and 1943 around an older (1914) bungalow, which provided accommodations to the increasing numbers of travelers on Aurora Avenue N/U.S. Highway 99, and provided housing for employees of the Interurban rail line. Although two of the cabins have been demolished and the other cabins are unoccupied and in varying degrees of deterioration, the WSHS study recommended them as eligible for the National Register under Criterion A due to their association with early auto-oriented, commercial development along Pacific Highway/Aurora Avenue N. The Auto Cabins are listed as an "Existing" historic structure by King County and the City of Shoreline.

The second property eligible for listing is three segments of the North Trunk (Red Brick) Road, which was completed in 1914 and is located along Ronald Place N (just east of Aurora Avenue N) north and south of N 175th Street. The last exposed section of the brick auto road that followed Aurora Avenue N from N 85th Street in Seattle to N 205th Street in Shoreline, it was part of a paved brick highway that became part of the Pacific Highway, a continuous paved route completed from Mexico to Canada in 1923. During the 1930's, most of the brick road was covered with concrete during the construction of Aurora Avenue N.

The portion of the North Trunk Road just north of N 175th Street was demolished as part of recent commercial development (Walgreens and Key Bank), and is listed as a "Demolished" historic structure by King County and the City of Shoreline. The area south of N 175th Street is in the worst condition, and is listed as "Modified" by King County, while the area north of the Walgreens is listed as an "Existing" historic structure. The WSHS study found that both of these remaining segments of the Brick Road (the areas south of 175th and north of Walgreens) "have retained variable integrity of location, design, setting, materials, workmanship, feeling and association", and are eligible for listing under Criterion A due to its association with the region's commercial and residential development during the teens and 1920s. The study concluded that these segments are the only known surviving exposed examples of the North Trunk Road, and one of the few brick roads left in King County.

For those areas outside the WSHS study's study area, but still within the Town Center subarea boundaries, the City of Shoreline has also reviewed historic designations made by the King County Heritage and Landmarks Commission. Per SMC 15.20.020, the King County Heritage and Landmarks Commission is designated and empowered to act as the landmarks commission for the City of Shoreline. The City of Shoreline is granted one Special Member to the Commission, who serves on the commission when it reviews and designates Shoreline buildings and structures nominated for landmark status.

In 1996 (just after the City was incorporated), King County prepared a Historical Resources Inventory List for the City of Shoreline. Over the last 15 years, several additional structures have been added to the inventory. The City of Shoreline has taken this inventory and added it as a layer to its Geographic Information System (GIS). In reviewing this inventory for the Town Center Subarea, the only other remaining (not demolished) historic structure located within the Town Center is the Parker's Casino at 17001 Aurora Avenue N, which was built in 1930 as the Parker's Ballroom and is listed as "Modified". Per the WSHS study, the Parker's Casino was previously inventoried, and was deemed ineligible for listing in the National Register, due to the considerable alterations and modifications it has undergone. When demolition or alteration of an inventoried historic structure (but not a landmark structure) is proposed, City of Shoreline staff notifies King County Historic Preservation Program staff, who review and provide recommendations on the project.

Two properties just outside the Town Center Subarea have also been granted historic landmark designation by King County. The Ronald School, which is currently being used by the Shoreline Historical Museum and will be incorporated into the redeveloped Shorewood High School, is located

on N 175th Street just outside the subarea boundaries. It was granted City Landmark status by the King County Landmarks Commission in 2008. Plans for restoring the building have been subject to review by the King County Design Review Committee. In addition, the Richmond Masonic Temple, located at N 185th St and Linden Avenue N just outside the subarea boundaries, was granted City Landmark status in September 2010.

6.2 Impacts

Impacts Common to Both Alternatives

There are two properties within the Town Center Subarea that have been determined to have historic significance: the Auto Cabins at 17203 Aurora Avenue N, and the North Trunk (Red Brick) Road. Under either alternative, it is possible that redevelopment activities could result in demolition or alteration of these historic resources. The Auto Cabins are currently owned by a private property owner, while most of the Red Brick Road north of N 175th Street is owned by the City of Shoreline.

While the City is not currently aware of any plans to redevelop the Auto Cabins property, the Red Brick Road north of Walgreens is located within the area proposed for the Park at Town Center. The City of Shoreline is currently evaluating three alternatives for the proposed park, and based on public input will make a recommendation to the City Council sometime in Summer 2011. Two of the three park alternatives currently being evaluated- "Shoreline on the Move" and "Shoreline Center Stage"- would result in some alteration to the Red Brick Road.

Because the Park at Town Center has yet to select and adopt a preferred alternative, the City has determined that the Park at Town Center will require completion of a project-specific SEPA Checklist. In addition, it has been determined that any park alternative that proposes to remove or alter the section of the Red Brick Road north of the Walgreens (approximately N 178th Street) will require a SEPA Determination of Significance (DS), due to its potential impacts to a historic resource.

The portion of the Red Brick Road between N 173rd and 175th Street was recently vacated, and consistent with the new design of the Aurora Corridor, no longer connects to N 175th Street. It has been incorporated into the site of a private property (Aurora Rents) which is currently being redeveloped. Due to this section having very little structural integrity and being largely deteriorated, the WSHS study determined that if businesses were to redevelop in this location (which is now the case), a finding of "no adverse effect" was recommended. Given this, there is no adverse impact from the redevelopment of the Aurora Rents property over this segment of the Red Brick Road.

6.3 Mitigation Measures

Mitigation Measures Common to Both Alternatives

The proposed Park at Town Center will require a project-specific SEPA Checklist. In completing that checklist, the City of Shoreline SEPA Responsible Official has determined that any park alternative that proposes to remove or alter portions of the Red Brick Road will trigger a SEPA Determination of Significance (DS) and preparation of an Environmental Impact Statement (EIS).

Development activities that would result in the demolition or alteration of any structure or property listed on the City of Shoreline's Historical Resources Inventory shall be reviewed by City staff, and forwarded on to King County Historic Preservation Program staff for their review and recommendation. Should any structures within the Town Center Subarea be granted historic landmark designation, any alterations shall be subject to review by the King County Heritage and Landmarks Commission and King County Design Review Committee.

6.4 Significant Unavoidable Adverse Impacts

Adherence to the mitigation measures listed under Section 6.3 would result in no significant and unavoidable adverse impacts.

Chapter 7: Utilities

7.1 Affected Environment

As discussed in the SEPA Checklist, utilities in the Town Center Subarea are provided by the following utility providers:

- Electricity- Seattle City Light (City of Seattle)
- Water- Seattle Public Utilities (City of Seattle)
- Stormwater- City of Shoreline
- Sewer- Ronald Wastewater District
- Natural Gas- Puget Sound Energy
- Refuse/Recycling/Yard and Food Waste- Cleanscapes
- Telephone/Internet/Cable Television- Frontier (formerly Verizon) and Comcast

The SEPA Checklist noted that the Town Center Subarea is entirely developed, and as such the entirety of the subarea has utility infrastructure in place. Utility providers are required to plan their systems to accommodate projected regional growth (which accounts for the development projections in the Town Center Subarea Planned Action area), and SMC 20.60.020 requires all development proposals to be served by adequate utilities prior to occupancy. The following section addresses whether there is adequate existing or planned utility infrastructure in place to accommodate these levels of development (1,200 units, 200,000 square feet of office, and 200,000 square feet of commercial) envisioned for both the Proposed No Action Alternatives.

7.1.1 Electricity- Seattle City Light (City of Seattle)

Seattle City Light (SCL) provides electricity to the entire City of Shoreline, including the Town Center Subarea. SCL's main transmission lines run along its utility corridor on the east side of Aurora Avenue N through the Town Center, adjacent to the Interurban Trail. As part of the Aurora Corridor Project, its distribution lines along Aurora Avenue, Midvale Avenue, N 175th, and N 185th have or will be undergrounded.

As of Calendar Year 2009, approximately 91.2% of SCL's electricity was generated by hydroelectric sources, such as its hydroelectric projects on the Skagit and Pend Oreille Rivers (approximately 50%) and long-term contracts with the Bonneville Power Administration. In March 2010, SCL reached a new agreement with the Pend Oreille Public Utility District to relicense the Boundary Dam Hydroelectric Project, which is expected to provide nearly half of its power over the next twenty years. In addition, in 2010 SCL re-negotiated its agreement to purchase electricity from the Bonneville Power Administration. That contract runs between 2011 and 2028, and is expected to provide approximately 40% of its power during that period.

Given the long term commitments and contracts Seattle City Light has in place for hydroelectric power over the next twenty years, as well as its commitment to providing alternative energy sources (in 2009 approximately 3.3% of its electricity was generated by wind, and it invested millions of dollars in wind technology), the Town Center Subarea has an adequate supply of electricity available to accommodate the projected growth over the next twenty years. Distribution lines are already in place due to the nearly built-out nature of the subarea, and as such adequate infrastructure is available.

7.1.2 Water- Seattle Public Utilities (City of Seattle)

Seattle Public Utilities (SPU) provides water to portion of Shoreline west of Interstate 5, including the Town Center Subarea. As required by the State of Washington, SPU prepares a Water System Plan every six years, with the most recent plan developed in 2007. In that plan, SPU indicates that there is no need to seek additional water sources to accommodate projected growth in the region, as it has adequate water supply to accommodate said growth through at least 2055, even if climate change were to result in a reduction in the snowpack. If additional water sources are needed, future Water System Plans would be updated to account for these needs.

According to the Public Services and Utilities Analysis Technical Memorandum prepared by Jones and Stokes for the Aurora Corridor Improvement Project: N 165th Street-N 205th Street, a single 24" water main is present underneath Aurora for most of the segment between N 165th Street and N 205th Street, with a double 24" main located underneath the portion between N 170th Street and N 182nd Street. 6-12" water mains cross Aurora towards the Town Center Subarea boundaries of Linden and Stone at N 170th Street and N 182nd Street, while a 20" water main is present under N 185th Street. As part of the Aurora Corridor Project, SPU relocated, realigned, and made minor improvements to some of its water lines as part of its Multiple Utility Relocation project.

In addition, the City of Shoreline is currently negotiating with the City of Seattle to acquire the SPU water system within Shoreline, including the Town Center Subarea. This acquisition has the potential to result in more accurate assessments of future infrastructure needs, given the local focus and knowledge that City of Shoreline staff could provide. As much of the SPU system is between 50 and 100 years old, it is likely that infrastructure improvements will be needed in the future throughout the Subarea and the City as a whole.

Individual projects covered under this Planned Action will still be required to submit Certificates of Water Availability and fire flow analyses at the time of project submittal. Such requirements will ensure that any and all future projects have adequate water pressure and capacity to accommodate the proposed levels of development.

7.1.3 Sewer/Wastewater- Ronald Wastewater District

The Ronald Wastewater District currently serves approximately 99% of the City of Shoreline (about 54,000 residents), including the entire Town Center area, as well as the Point Wells site in Snohomish County. An estimated 83% of the sewer mains in the Town Center Subarea are 8" concrete pipes, although a variety of 6", 10", 12", and 14" pipes also exist underneath Aurora Avenue. The majority of wastewater treatment is provided by the King County Wastewater Treatment Division, with the City of Edmonds Wastewater Treatment Plant providing additional treatment to the district.

Under King County Code 13.24, the district is required to prepare a Comprehensive Sewer Plan that is consistent with all applicable local comprehensive plans (notably Shoreline and King County), reflect current supply and demand, and forecast future supply and demand. In June 2010, the King County Utilities Technical Review Committee (UTRC) reviewed Ronald Wastewater's plan and recommended approval. On January 6, 2011, the Ronald Wastewater Comprehensive Sewer Plan was approved by King County via Ordinance 17014.

According to King County Ordinance 17014, the district used 2007 King County Buildable Lands growth assumptions for the City of Shoreline to project that it could adequately serve a residential population of approximately 75,000 residents by 2030 through redevelopment and expansion to Point Wells. Both the Proposed Action and No Action Alternatives would lead to increased demand for wastewater service and treatment. However, as the levels of development projected within the Town Center Subarea are consistent with the growth assumptions adopted by Ronald Wastewater District, there is adequate capacity to accommodate said growth. In addition, as part of the Aurora Corridor Project, Ronald Wastewater made improvements to its system and capacity in the subarea.

While future projects covered under this Planned Action will be exempt from SEPA, they will still be required to receive a Certificate of Sewer Availability as part of the development review process. This requirement ensures that any potential wastewater impacts can be identified and addressed, and that development cannot occur if adequate infrastructure is for some reason not available. The City of Shoreline also expects to acquire the Ronald Wastewater District by 2016, which should result in wastewater review being even better incorporated into the City's development review process.

7.1.4 Stormwater and Surface Water- City of Shoreline

The City of Shoreline's Surface Water and Environmental Services Program is responsible for maintaining and improving drainage and stormwater facilities in the Town Center Subarea and the City of Shoreline. The City of Shoreline is subject to regulation under the Western Washington Phase II Municipal Stormwater Permit administered by the Washington State Department of Ecology (DOE). The permit was created by the Department of Ecology to fulfill federal Environmental Protection Agency National Pollutant Discharge and Elimination System (NPDES) requirements

governing stormwater. By complying with the NPDES permit, the City of Shoreline is allowed to discharge stormwater to waters of the State (i.e. local lakes, streams and Puget Sound) if it takes certain actions to prevent stormwater pollution. Storm drain lines generally consist of corrugated metal and concrete pipes, ranging in size from 4 to 18 inches.

The permit requires the City to create and implement a Stormwater Management Program (SWMP). The SWMP outlines the City's plan to develop and implement the following programs and processes:

- Public education and outreach
- Public involvement and participation
- Illicit discharge detection and elimination
- Controlling stormwater run-off from construction sites
- Operations and maintenance of stormwater facilities after construction

The City is in the latter stages of completing a comprehensive update to its 2005 Surface Water Master Plan, with completion anticipated later in 2011. The 2005 Plan has resulted in a number of capital improvement (CIP) projects related to drainage, including drainage and stormwater improvements at Ronald Bog, Cromwell Park, East Boeing Creek, and Pan Terra Pond. The 2011 plan will incorporate a number of low-impact development (LID) and natural drainage/stormwater policies and standards, consistent with the 2005 Stormwater Management Manual for Western Washington and Low Impact Development Technical Guidance Manual for Puget Sound, which have been adopted by the City of Shoreline.

These plans and policies are anticipated to greatly increase on-site stormwater detention and retention within the city and subarea, which will decrease the amount of stormwater entering the City's storm drains and reduce potential flooding impacts. The City is also updating its Engineering Development Guide, which will incorporate additional LID and natural drainage standards within City right-of-way (ROW).

The Aurora Corridor Project includes a number of natural water quality treatments which have since been incorporated into the City's vision for stormwater treatment and drainage management throughout the City. These include rain gardens, bioswales, Filterra bioretention systems, and root boxes using Silva Cell technologies (a system of modular blocks that hold lightly compacted soils in place so as to allow filtration and avoid flooding and promote root and tree growth, while bearing loads for above ground streetscapes). The Town Center Subarea Plan envisions incorporating similar techniques throughout the subarea, resulting in a "strategic system for capturing and treating stormwater on site and protecting and enhancing overall environmental quality". Desired street section features included under both alternatives include landscaped medians and amenity zones, which should serve to further improve stormwater detention and treatment within the subarea.

7.1.5 Natural Gas- Puget Sound Energy

Puget Sound Energy (PSE) provides natural gas for heating and cooking to customers with the Town Center Subarea. PSE has adequate infrastructure and/or capacity in place to accommodate projected growth in the subarea.

7.1.6 Refuse/Recycling/Yard and Food Waste- Cleanscapes

Cleanscapes has provided waste collection services to all residents and business in the City of Shoreline, including the Town Center Subarea, since 2008. Since that time, it has developed a number of programs, such as its Neighborhood Waste Reduction Rewards, to help reduce waste generation in the City. Waste collected by Cleanscapes is taken primarily to the Shoreline Recycling and Transfer Station (2300 N. 165th Street), operated by the King County Solid Waste Division, before being taken to the Cedar Hills Regional Landfill near Maple Valley. The Cedar Hills facility is currently anticipated to reach capacity and close by approximately 2024, at which point King County will need to develop alternative landfill options.

7.1.7 Telephone/Internet/Cable Television: Comcast and Frontier

Cable, telephone, and internet services in the Town Center Subarea are provided by Comcast and Frontier. Underground cable television and fiber-optic cables are present underneath Aurora Avenue N for the entirety of the Subarea, with above ground cables present throughout the rest of Town Center. Fiber-optic system improvements to help link the Shoreline School District, City of Shoreline, and Shoreline Fire Department are currently underway throughout the Town Center, further improving the quality and efficiency of system. Given these improvements, and the rapid technological advances in the field, adequate infrastructure appears available.

7.2 Impacts

Overall, adequate utility infrastructure is in place to accommodate projected growth under both the Proposed Action and No Action Alternatives, as neither would result in development beyond what is already permitted by existing zoning. As such, no significant impacts are expected under either alternative.

7.3 Mitigation Measures

No mitigation measures are needed.

7.4 Significant Unavoidable Adverse Impacts

None

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Chapter 8: Transportation

8.1 Affected Environment

8.1.1 Vehicular Traffic

Existing Traffic Volumes and Collisions

With its location on either side of Aurora Avenue N (a state highway), and the presence of arterials at its northern (N 185th Street) and southern (N 175th Street) edges, the Town Center Subarea has long been dominated by the automobile and auto-oriented uses. As can be seen in Figure 8-1, more than 37,000 vehicles per day travel along Aurora Avenue N between N 170th Street and N 185th Street. Much of this traffic crosses through the subarea to connect with Interstate 5 via N 175th Street (over 22,000 daily trips between Aurora Avenue N and Ashworth Avenue N). In the western half of the subarea, approximately 2,500 vehicles per day travel along Linden Avenue N and N 182nd Street, while on the east side nearly 3,200 vehicles per day travel along Midvale Avenue N, and over 500 vehicles travel along Stone Avenue N.

Given these traffic volumes, many intersections and road segments within the Town Center Subarea experience a high number of vehicle collisions, most notably Aurora Avenue N. As illustrated in Figure 8-2, between 2008 and 2010 there were 95 collisions along Aurora Avenue N between N 170th Street and N 185th Street (a consistent 31/32 collisions between 170th and 175th, 175th and 180th, and 180th and 185th), with an additional seven collisions at the intersection of N 175th Street and Aurora Avenue N and five collisions at N 175th Street and Midvale Ave N. According to the Aurora Corridor Transportation Discipline Report, the overall collision rate along Aurora Avenue N, N 175th Street, and N. 185th Street is more than double the statewide average for urban principal arterials.

The City anticipates that the number of collisions along Aurora will be greatly reduced following completion of the Aurora Corridor Project Improvement Project, N 165th Street-N 205th Street later in 2011, which should result in improved vehicular, pedestrian, and bicycle safety in the subarea. The Aurora Corridor Project will replace the former center turn lane with a landscaped median and dedicated left-turn and U-turn pockets, which the Aurora Corridor Improvement Project Transportation Discipline Report found will result in improved channelization, separate pedestrians from vehicular traffic, and reduce potential conflicts between vehicles, pedestrians, and bicyclists. Business Access and Transit (BAT) lanes, which are limited to buses and vehicles making turns, will reduce conflicts for vehicular turning at intersections and businesses. The project will also result in additional left and right-turn lanes, which should reduce the queuing of cars at intersections and further reduce the number of potential conflicts.

Transportation Master Plan (TMP) Update

The City of Shoreline is currently updating its Transportation Master Plan (TMP), the long-range plan that helps guide the City's Capital Improvement Program and 6 Year Transportation Improvement Plan (TIP), coordinates transportation improvements with land uses, and plans for what is needed to respond to projected growth. The TMP, which is currently undergoing internal staff review, is anticipated to be adopted by the City Council in September 2011. Once completed, its analysis will provide the foundations for the Transportation Element of the Comprehensive Plan, which the City is aiming to adopt by the end of 2012. As it is being developed concurrently with the Town Center Subarea Plan and Development Code, the TMP is incorporating various elements and street standards from the Plan and Code (Proposed Action). However, TMP policies and standards will be identical should the No Action Alternative be adopted instead of the Proposed Action Alternative.

Street Classification in the Town Center

Federal and State guidelines require that streets be classified based on function. Generally, streets are classified as either arterial streets or non-arterial streets. Local jurisdictions can also use the designations to guide the nature of improvements allowed and/or desired on certain roadways, such as sidewalks or street calming devices. The City of Shoreline uses these designations. The primary function of arterials is to provide a high degree of vehicular mobility by limiting property access. The vehicles on arterials are often through traffic. Arterials are generally connected with interstate freeways or limited access roadways. All streets other than arterials are generally designated as non arterial streets, which provide local accesses

Figure 8-3 shows the proposed street classifications that have been developed as part of the Draft TMP. Given their existing traffic volumes and the anticipated levels of growth in the Town Center, both Linden Avenue N (between N 175th Street and N 185th Street) and Midvale Avenue N (between N 175th Street and N 183rd Street) are proposed to be reclassified to Collector Arterials. Table 8-1 notes that Collector Arterials provide access to community services and businesses, connect traffic from non-arterial streets to arterials, and accommodate medium length trips, all of which accurately describe the anticipated roles of Linden and Midvale Avenues N within the Town Center.

To address concerns about the potential adverse traffic impacts to the surrounding neighborhoods that could result from the proposed levels of development and reclassification of these streets to Collector Arterials, the City of Shoreline has created specific policies for Midvale and Linden Avenues N. Policy TC-16 calls for commercial uses west of Aurora to be oriented so that they have primary access from Aurora, rather than along Linden, while Policy TC-17 calls for the street section of Midvale Avenue N to be reconfigured as a low speed, pedestrian-friendly lane with back-in angled parking that can support future uses in the area, while providing adequate capacity for the anticipated levels of development. In addition, Section 20.92.040(D) of the proposed Town Center Code prohibits direct commercial vehicular and service access from Linden Avenue unless no other access is available or practical.