

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	185 th Street Station Subarea Plan Progress Report 2015-2020
DEPARTMENT:	Planning and Community Development
PRESENTED BY:	Andrew Bauer, Senior Planner
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

In March 2015, the Shoreline City Council adopted the 185th Street Station Subarea Plan and area-wide re-zoning. Rather than rezoning the entire subarea at once, it was broken into three distinct phases. Phase 1 of the rezone took effect immediately, while phase 2 goes into effect March 16, 2021, and phase 3 will become effective March 16, 2033.

The plan’s adopting ordinance (Ordinance No. 706) requires that “prior to the effective date of either phase 2 or phase 3 zoning, the Director of Planning and Community Development shall prepare a report reviewing and evaluating development assumptions and objectives contained in the Comprehensive Plan relevant to the subarea with the actual growth and development that has occurred since the effective date of the last phased zoning. The report should also detail the progress of mitigation measures set forth in the 185th Street Station Subarea Planned Action Final Environmental Impact Statement (FSEIS).”

The purpose of the 185th Street Station Subarea Plan Progress Report (Attachment A) is to satisfy the requirements of Ordinance No. 706 prior to phase 2 zoning becoming effective on March 16, 2021.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with the 185th Street Station Subarea Plan Progress Report. Future actions taken in response to the report’s findings could have impacts, but those will be evaluated independently.

RECOMMENDATION

Action by Council is not needed. Staff recommends Council discuss the report and ask any questions of staff.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

Since adoption of the 185th Street Station Subarea Plan in March 2015, there has been a steady pace of development activity. The plan assumed an annual growth rate of 1.5-2.5%. Staff have conducted a thorough review of the plan and analyzed it against the redevelopment and capital investments that have been made in the 5+ years since its adoption. This analysis is documented in the “Progress Report” in Attachment A.

DISCUSSION

Report Findings

The 185th Street Station Subarea Plan Progress Report analyzed permit data from March 24, 2015 through September 24, 2020 (5 years and 5 months). As noted in the report, some of the key findings are as follows:

- A net total of 371 new dwelling units are either under review or have been permitted, including:
 - 264 townhomes
 - 171 apartments
 - Demolition of 64 single-family homes (34 of these are associated with the Lynwood Link Extension project)
- Actual growth is averaging approximately 73 net units per year over the first five years of the plan. This average is within the growth projection which anticipated 57-109 new units per year (1.5-2.5% rate).
- There has been a decline in permit activity in 2020, likely attributed to the COVID-19 pandemic.
- There has not been any development activity in the MUR-70' zone.
- Most of the new units (61%) are owner-occupied (e.g. townhomes).
- Of the 171 apartment units under review or permitted, most are one-bedroom. There have not been any three-bedroom units.
- There has not been any new commercial development activity to-date.

Aside from permit activity, other key findings include:

- The Planned Action SEPA Environmental Impact Statement continues to contain sufficient capacity for continued growth and remains relevant. Many of the mitigation measures identified are planned or underway.
- Overall, utilities have the system capacity necessary to serve anticipated growth. However, utilities typically require upgrades to serve new development. For example, a water line may need to be upsized to meet capacity for a denser development.
- Improvements in-and-around the Shoreline North/185th Station will help improve mobility options.
- The 185th Street Multimodal Corridor Strategy was completed earlier this year and builds on the work of the subarea plan.
- Potential sites for community gathering places to serve the subarea with parks and open space options have been identified.

Potential Topics for Future Study

The report highlights several challenges for redevelopment within the subarea. From the challenges, topics were identified for potential future study and action including:

- **Development incentives:** A thorough analysis of development incentives and public benefits could identify imbalances and opportunities to align the value of incentives with the costs of providing the benefits.
- **Property aggregation:** Explore opportunities to proactively encourage property aggregation to facilitate the large-scale developments envisioned in the plan.
- **Parking requirements:** Further study and comparison is needed to determine whether the City's minimum parking ratios and eligible parking reductions for new development are appropriate for an emerging high capacity transit-supportive community. Reducing parking requirements or changing parking management policy (such as allowing landlords to charge tenants for parking) should assess the interrelationship between the public and private parking systems.
- **Conversion of single-family structures to commercial:** Building from preliminary staff research, identify barriers to converting residential structures and options to lessen their impact while still advancing the goals of the 185th Street SSP.
- **Extension and potential expansion of the MFTE program:** The current eligibility applies only to MUR-45' and MUR-70' properties within the phase 1 rezone area and is scheduled to expire at the end of 2021.
- **Implementation and strategic planning:** Conduct detailed planning in opportunity areas with specific infrastructure or transportation needs where further study could help inform future decision-making and potential partnerships.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with the 185th Street Station Subarea Plan Progress Report. Future actions taken in response to the report's findings could have impacts, but those will be evaluated independently.

RECOMMENDATION

Action by Council is not needed. Staff recommends Council discuss the report and ask any questions of staff.

ATTACHMENT

Attachment A – 185th Street Station Subarea Plan Progress Report 2015-2020



185th Street Station Subarea Plan

Progress Report – 2015-2020

November 3, 2020

185th Street Station Subarea Plan

Progress Report – 2015-2020

Purpose

The 185th Street Station Subarea Plan (SSP) was adopted by the Shoreline City Council on March 16, 2015. In conjunction with the SSP, the Council adopted implementation measures that included area-wide zoning changes, new Development Code regulations, and a Planned Action Environmental Impact Statement (EIS). Collectively, these actions were the culmination of years of community planning to set the stage for compact growth to occur near the future Shoreline North/185th light rail station opening in 2024 as part of Sound Transit's Lynnwood Link Extension (LLE).

Rezoning of the subarea is being implemented in phases instead of rezoning the entire subarea at once. The first phase took effect immediately upon adoption of the plan in 2015, while phase 2 goes into effect in 2021, and phase 3 goes into effect in 2033. The adopting ordinance requires that "prior to the effective date of either phase 2 or phase 3 zoning, the Director of Planning and Community Development shall prepare a report reviewing and evaluating development within the 185th Street Station Subarea. The report should compare growth and development assumptions and objectives contained in the Comprehensive Plan relevant to the subarea with the actual growth and development that has occurred since the effective date of the last phased zoning. The report should also detail the progress of mitigation measures set forth in the 185th Street Station Subarea Planned Action Final Environmental Impact Statement (FSEIS)."

The purpose of this 185th Street Station Area Progress Report is to satisfy the requirements of Ordinance No. 706 prior to phase 2 zoning becoming effective on March 16, 2021.

Recent and Ongoing Planning

Several planning efforts that relate, both directly and indirectly, to the 185th Street SSP have either recently been completed or are ongoing. While this list is not comprehensive, it illustrates the planning that continues to occur in order to both implement the plan and to ensure the region's investment in light rail is leveraged to its fullest extent by planning for the capital improvements and infrastructure necessary to accommodate anticipated growth. Recent and ongoing planning efforts include:

- Deep Green Incentive Program Expansion, April 2019
- Light Rail Station Subareas Parking Study, October 2019
- Townhouse Design Standards, January 2020

- 185th Street Multimodal Corridor Strategy, April 2020
- Station Area Walkability & Connectivity Analysis prepared by UW Evans School, June 2020
- Parks planning and property acquisitions, ongoing
- Ground-Floor Commercial Code Amendments, (North City/Ridgecrest) completed October 2020
- Housing Action Plan, ongoing (anticipated completion 2021)
- Community Transit Swift Blue Line Expansion, ongoing (anticipated completion 2024)
- Surface Water Capacity Modeling Study, ongoing (anticipated completion 2021)

Background

185th Street was selected as a light rail station location through the public process for Sound Transit's LLE. The 2012 Shoreline Comprehensive Plan update incorporated several light rail station area policies. These policies established the foundation for the 185th Street SSP and have informed the ongoing partnership with Sound Transit and other agencies as the planning, permitting, and construction of the LLE project continues to advance. The 8.5-mile LLE is planned to open in 2024 and will extend from the Northgate Station in Seattle to Lynnwood.

Planning for the 185th Street SSP began in spring of 2013. The purpose of this planning effort was to address future land use and transportation needs in the vicinity of the Shoreline North/185th Street Station.



Figure 1 – 185th Street Station Subarea

Timeline

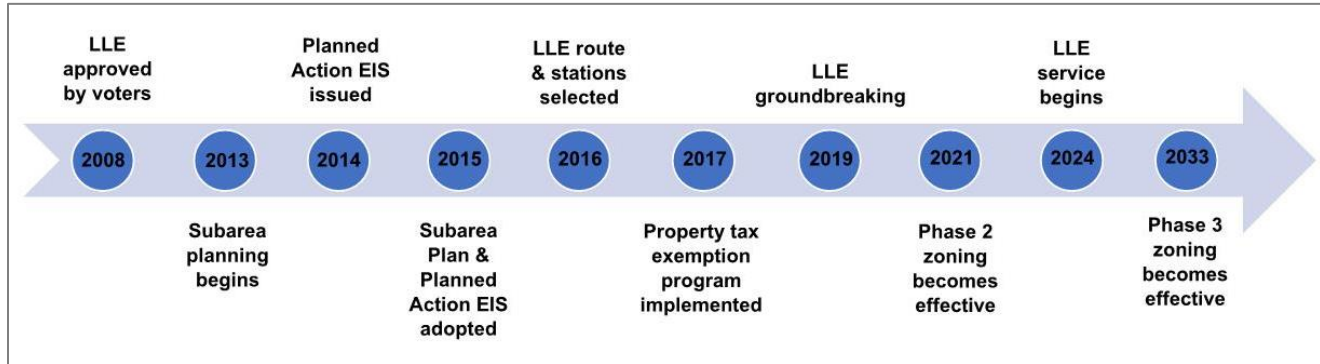


Figure 2 – Timeline of major milestones

Vision Statement

The 185th Street SSP summarizes the community’s vision for the subarea:

“The 185th Street Station Subarea will transform into a vibrant transit-oriented village with a variety of housing choices for people of various income levels and preserving the livable qualities that Shoreline citizens cherish. Over time, public and private investment will enhance the village setting, creating a walkable, safe, healthy, and livable place for people of all ages and cultures. People will be able to easily walk and bicycle to and from the light rail station, shopping, parks, schools, and other community locations from their homes. Neighborhood-oriented businesses and services will emerge as the village grows, along with places for civic celebrations, social gatherings, and public art. Eventually, the new transit-oriented village will become one of the most desirable places to live in Shoreline.”

– 185th Street Station Subarea Plan Vision Statement

Growth Projections

Although buildout of the subarea is anticipated to take many decades, the specific actions and anticipated impacts in the 185th Street SSP are limited to a 20-year planning horizon (2035). The plan assumes an annual growth rate of 1.5-2.5% within the subarea. The plan also assumes 15% of the City’s 2035 growth target of 4,657 new units will be directed to the subarea.

	2014 Subarea (est.)	2035 Planned Action Area	2095-2140 Planned Action Area (buildout)
Population	7,944	10,860-13,343	56,529
Households	3,310	4,450-5,500	23,554
Employees	1,448	1,950-2,370	15,340

Table 1 – Subarea growth projections

Phased Zoning

One of the primary purposes of the phased zoning is to focus initial development closer to the station and define an area for concentrating improvements in the first 20 years to support initial growth. It also provides an opportunity to monitor the development market and redevelopment results prior to the entire area being rezoned.

Phase	Effective	Approx. Size
Phase 1	March 2015	260 acres
Phase 2	March 2021	72 acres
Phase 3	March 2033	100 acres

Table 2 – Phased zoning

Phase 1 of the rezoning made up approximately 60% of the total subarea to be rezoned. Phase 2 is the smallest of the three phases, consisting of approximately 17% of the total subarea to be rezoned and will take effect in March 2021.

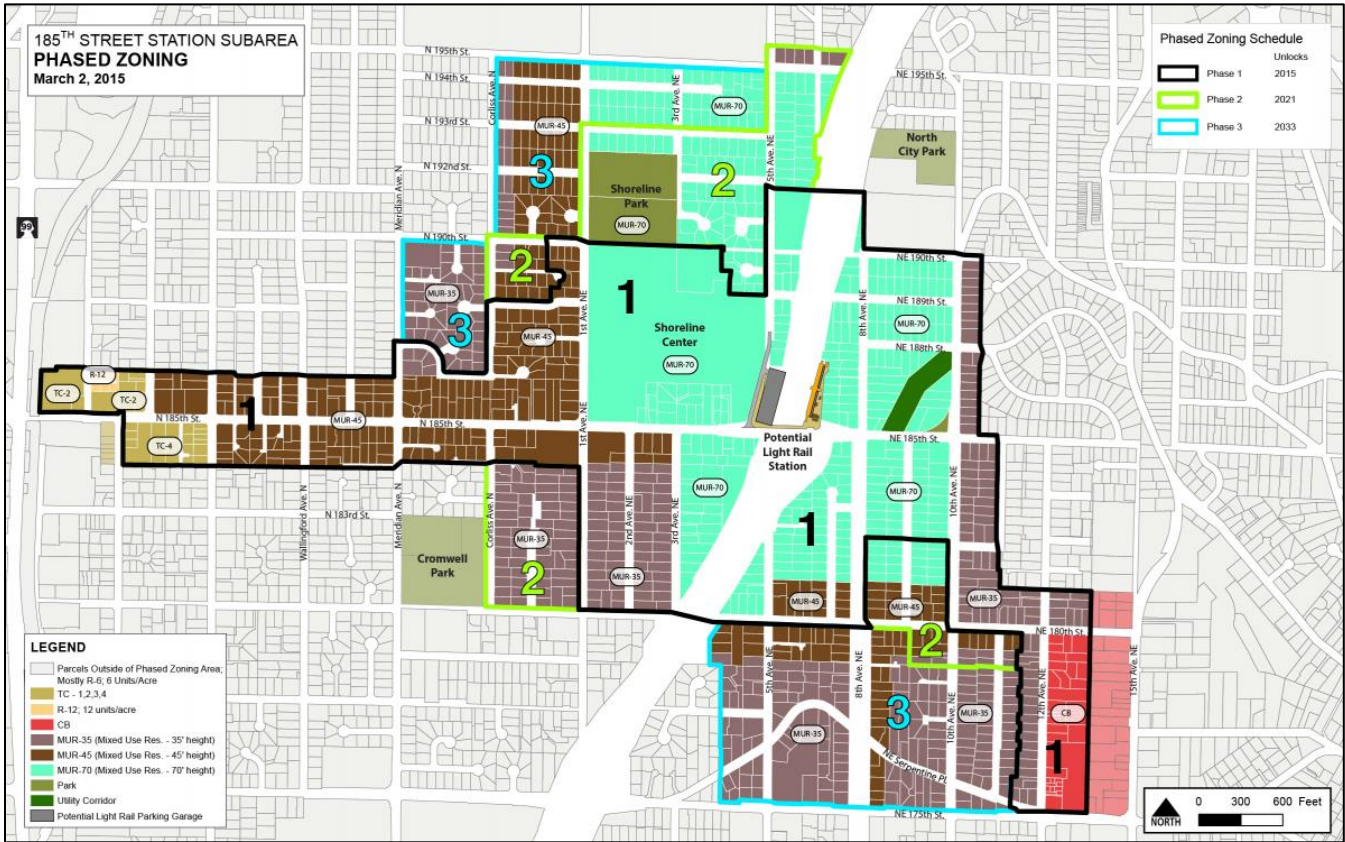


Figure 3 – Phased zoning

Planned Action EIS

A key component of the 185th Street SSP is the Planned Action EIS. The Planned Action EIS was prepared concurrently with the 185th Street SSP and was adopted with Ordinance No. 707. As part of the State Environmental Policy Act (SEPA), a Planned Action EIS provides detailed environmental

analysis during the formulation of planning proposals, rather than at the project permit review stage. A Planned Action designation reflects a decision that adequate environmental review under SEPA, for each specific development proposal or phase, would not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in the adopted Planned Action ordinance and supporting environmental analysis.

The limits of the Planned Action EIS include all the phase 1 and phase 2 rezone areas.

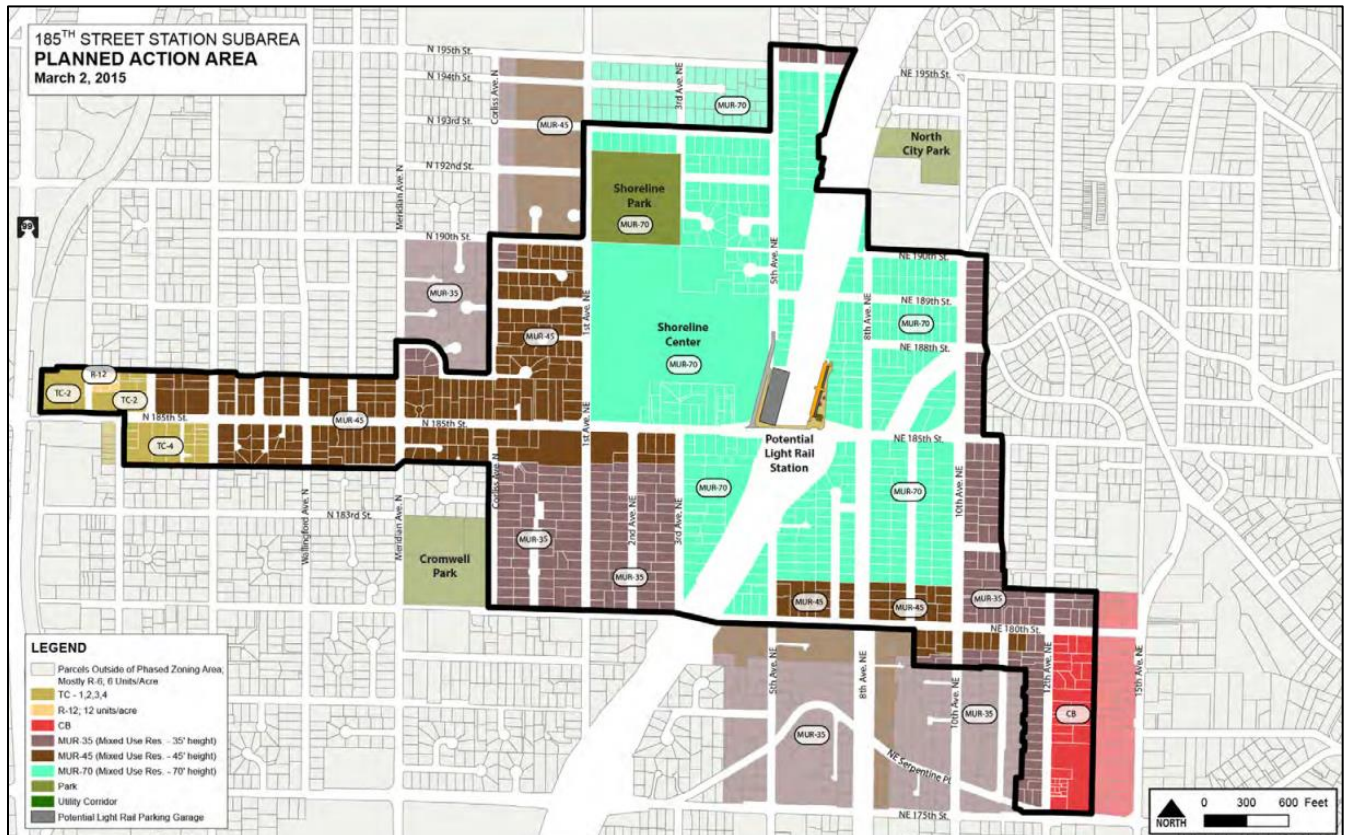


Figure 4 – SEPA Planned Action Area

Mitigation

The Planned Action EIS identifies the range of anticipated impacts associated with the 185th Street SSP. Mitigation measures, both short term and long term, are identified and intended to mitigate impacts from growth. Appendix A to this report includes a detailed summary of the mitigation measures and the status of each.

Monitoring and Review

The adopting ordinance for the Planned Action EIS notes the SEPA Official will review the document every six years from the effective date and determine the continuing relevance of the Planned Action’s assumptions and the effectiveness of mitigation measures. This 185th Street SSP Progress Report satisfies the intent of the six-year Planned Action EIS review, and as detailed below the 185th Street SSP Planned Action EIS remains relevant.

Affordability and Property Tax Exemption

Mandatory minimum affordable housing provisions for new apartment developments were incorporated in the Mixed Use Residential (MUR) 45' and MUR 70' zones as part of the Development Code amendments adopted to implement the 185th Street SSP. Participation in the MUR-35' zone is optional. In addition to development incentives for designating affordable units, the City Council adopted Ordinance No. 776 in 2017 to incorporate portions of the light rail station subareas (including 185th Street) into the City's Multifamily Property Tax Exemption (MFTE) program.

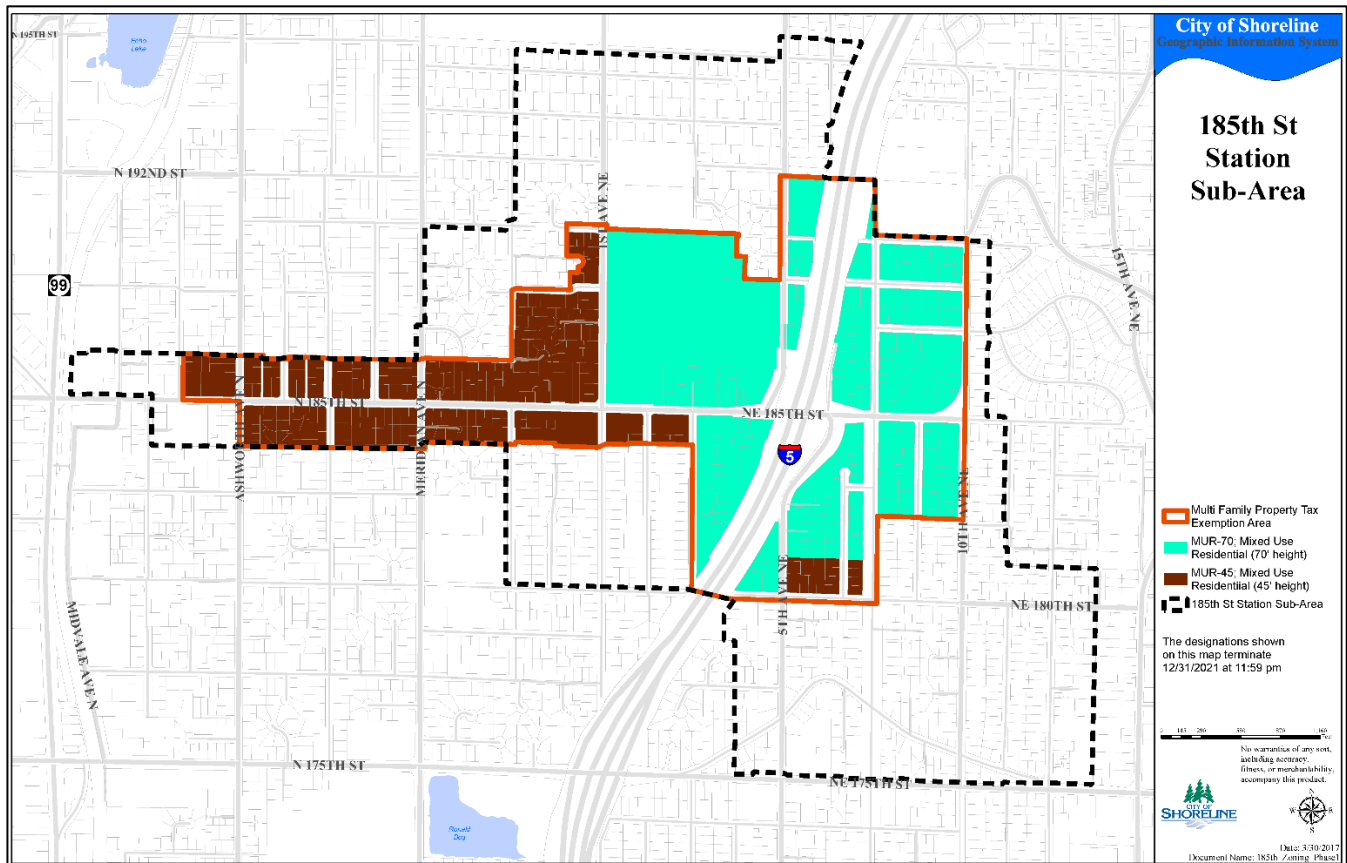


Figure 5 – Multifamily Property Tax Exemption Area

Properties eligible for the MFTE program in the 185th Street subarea are limited to those areas within the phase 1 rezone area and zoned MUR-70' and MUR45'. Eligible projects are exempt from *ad valorem* property tax of the value of new or rehabilitated multifamily housing for up to 12 years. The MFTE program in both the 185th Street and 145th Street subareas is set to expire on December 31, 2021.

Development Trends

Data presented in this report was collected primarily from permit applications. The date range of the data is March 24, 2015 (effective date of the 185th Street SPP) through September 24, 2020, the first 5 years and 5 months since adoption.

Residential Units

A net total of 371 new dwelling units are either under review or have been permitted. The net total subtracts units that have been demolished as part of the redevelopment process (e.g. one house demolished to construct 8 townhomes). A total of 34 of the 64 total single-family units demolished during this timeframe are associated with the Sound Transit LLE project. There have not been any applications filed for new units in the MUR-70' zone.

Net New Dwelling Units by Year - (3/24/15-9/24/20)

Year Applied	2015	2016	2017	2018	2019	2020	Total
Apartment	0	81	46	0	44	0	171
Townhome	0	13	20	51	175	5	264
Single-Family	0	-2	-1	-27	-32	-2	-64
Total	0	92	65	24	187	3	371

Table 3 – New dwelling units by year

The high number of townhome units filed in 2019 is likely associated with the Development Code amendments for townhome design standards that were under consideration in 2019 and adopted in early 2020. Development applications that were filed and deemed complete vest to the standards in effect at that time and would not be subject to newly adopted regulations. The COVID-19 pandemic is likely a contributing factor to the decline in permit activity in 2020.

Two applications have been filed for new single-family houses (one in 2016 and one in 2020). Both of the applications were for property in the phase 3 rezone area (effective in 2033).

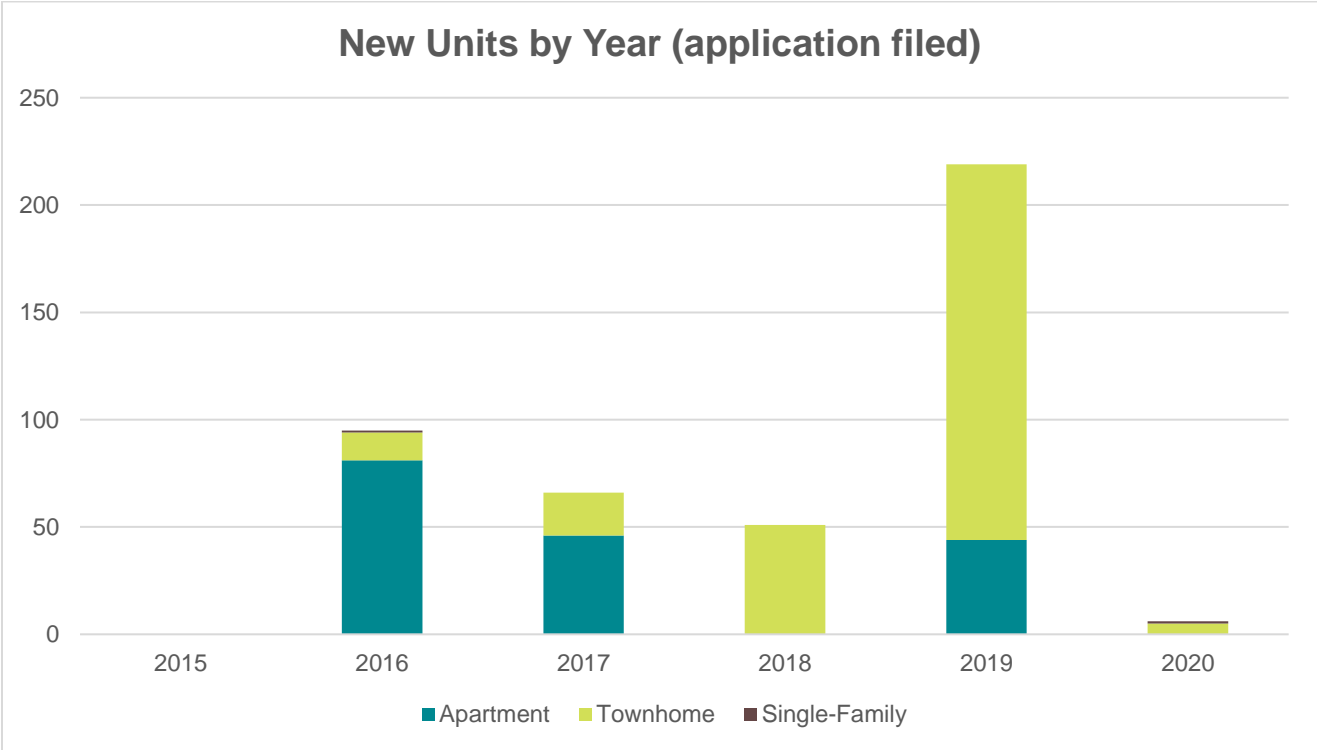


Figure 6 – New dwelling unit types by year

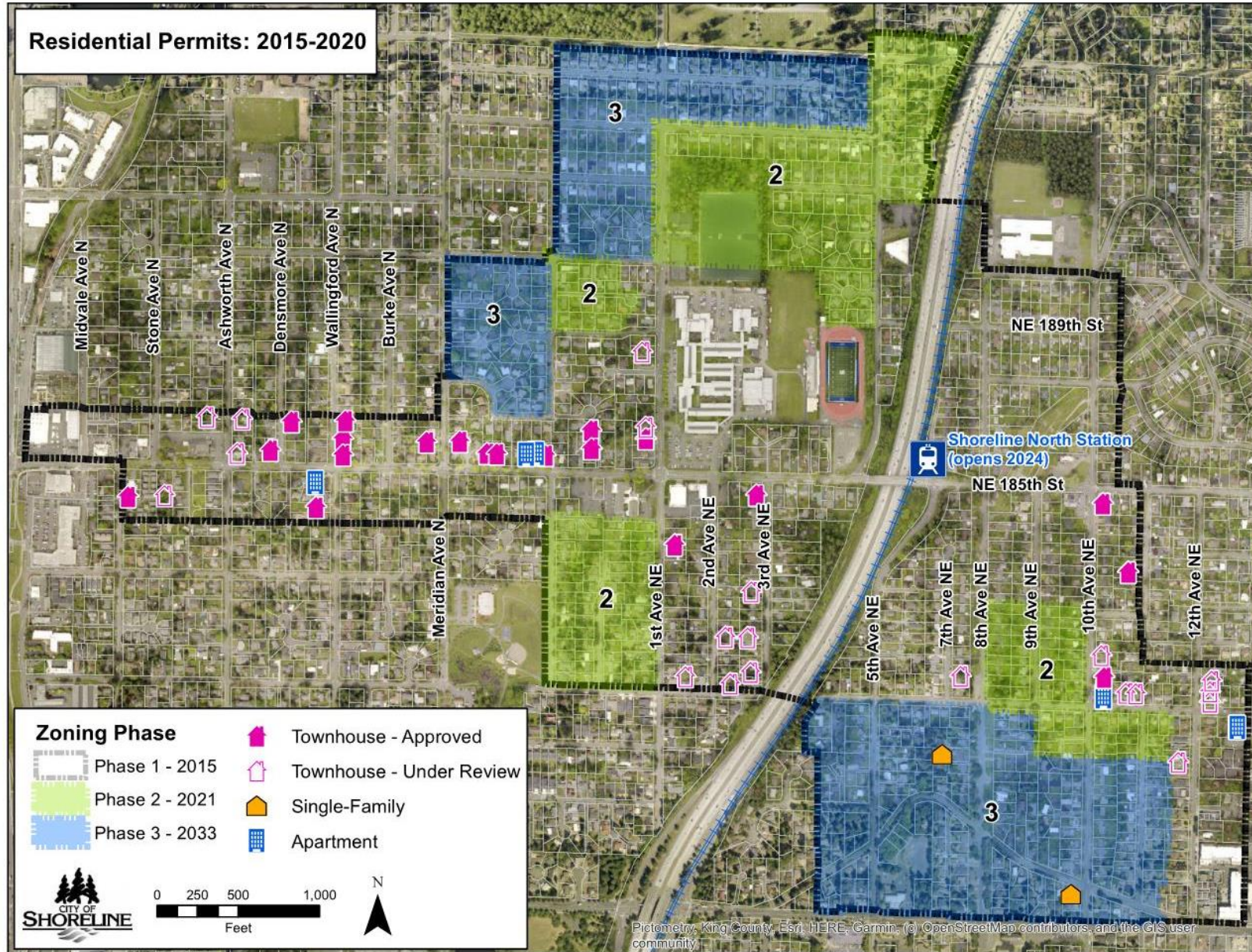


Figure 7 – Residential permits

Growth Projection Vs. Actual

The 185th Street SSP assumed an annual growth rate of 1.5-2.5%, which equates to approximately 57-109 new units per year on average. Actual growth is within range of the projections and is averaging approximately 73 net new units per year over the first complete five years of the plan. Citywide growth historically averages approximately 350 new units per year according to data from the Urban Growth Capacity Study (aka “Buildable Lands”). Population growth across the Central Puget Sound Region averaged 1.78% from 2015-2020 (PSRC).

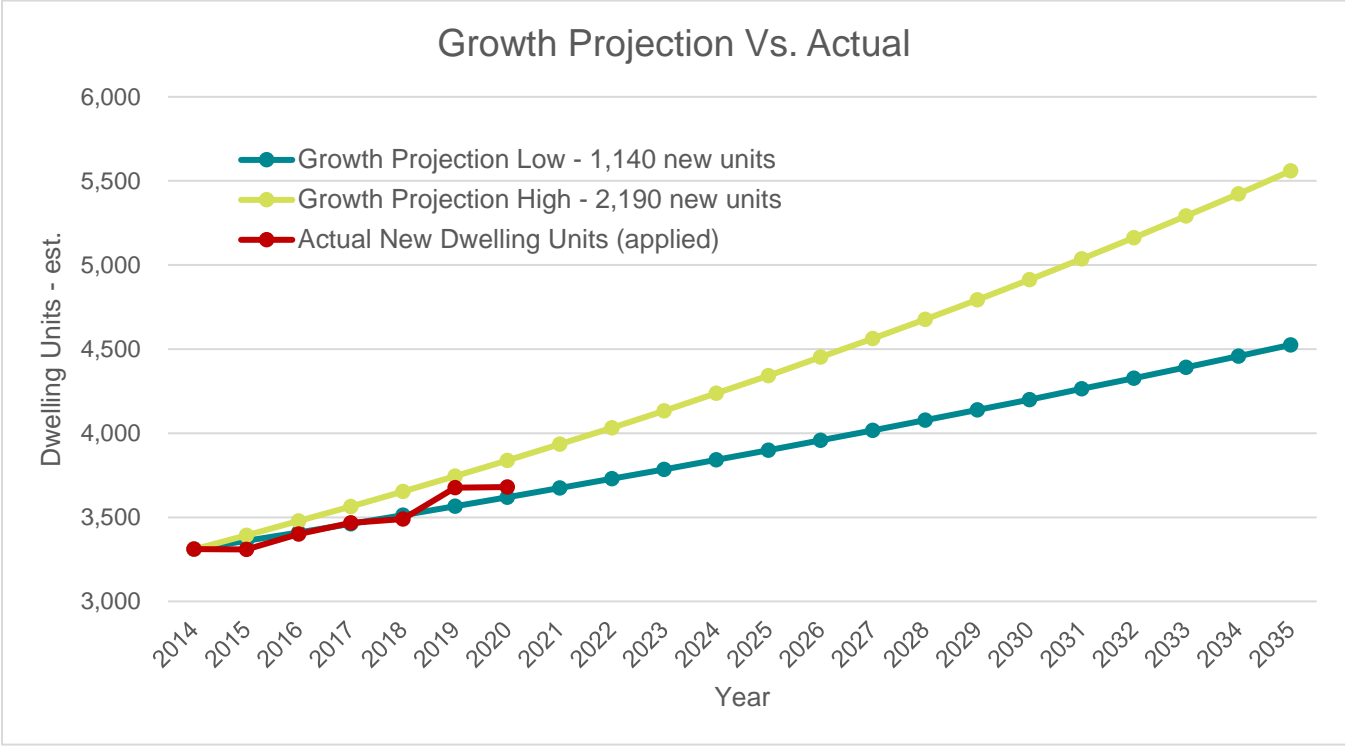


Figure 8 – Growth projection vs. actual

*Growth was assumed between 1.5% annually (low) and 2.5% annually (high)
*Actual growth uses net new dwelling units

Unit Type and Occupancy

Figure 9 illustrates the status of new dwelling units in the permitting and construction process. There is a relatively equal number of units under review (142 units), or in the “pipeline,” as there are currently approved (164 units) – making for a potentially steady pace of development activity in the near-term.

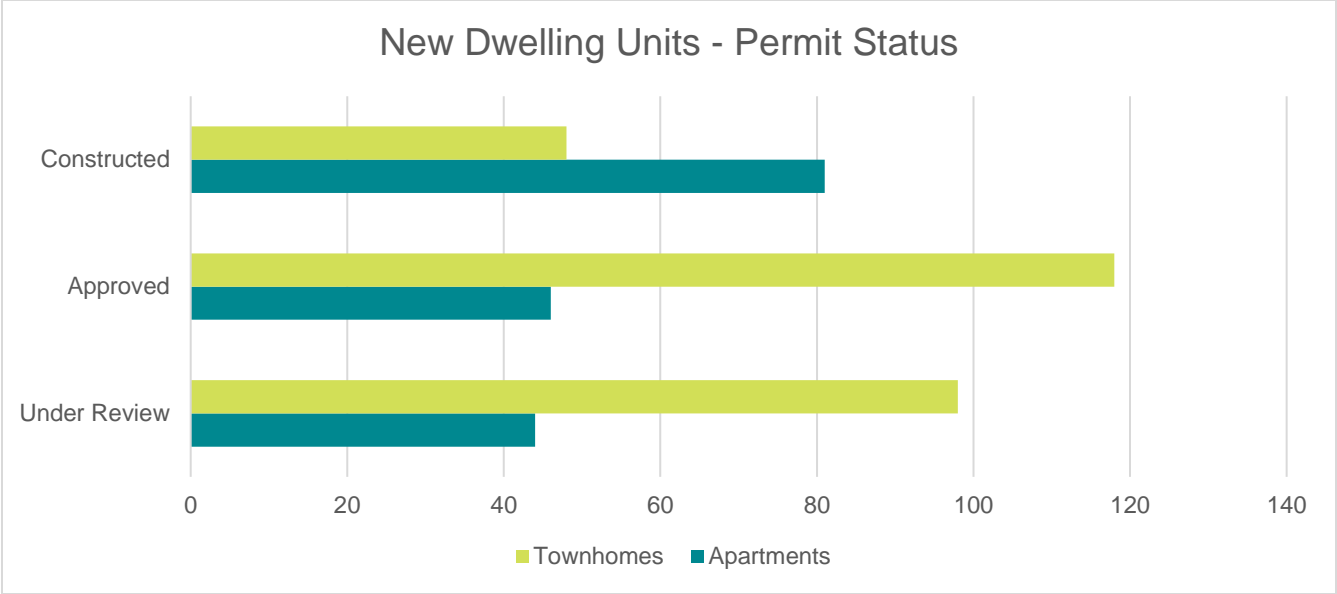


Figure 9 – Permit status of new dwelling units

Under Review = applications filed, but not yet approved
Approved = applications ready to issue, approved, issued, under construction
Constructed = applications finalized, completed, archived

The majority of new dwelling units filed over the initial 5+ years of the plan are owner-occupied (i.e. townhomes). The subarea is similar to citywide data for 2018 which shows approximately 61.7% owner-occupied, 35% renter-occupied, and the remaining 3.3% of housing units as vacant.

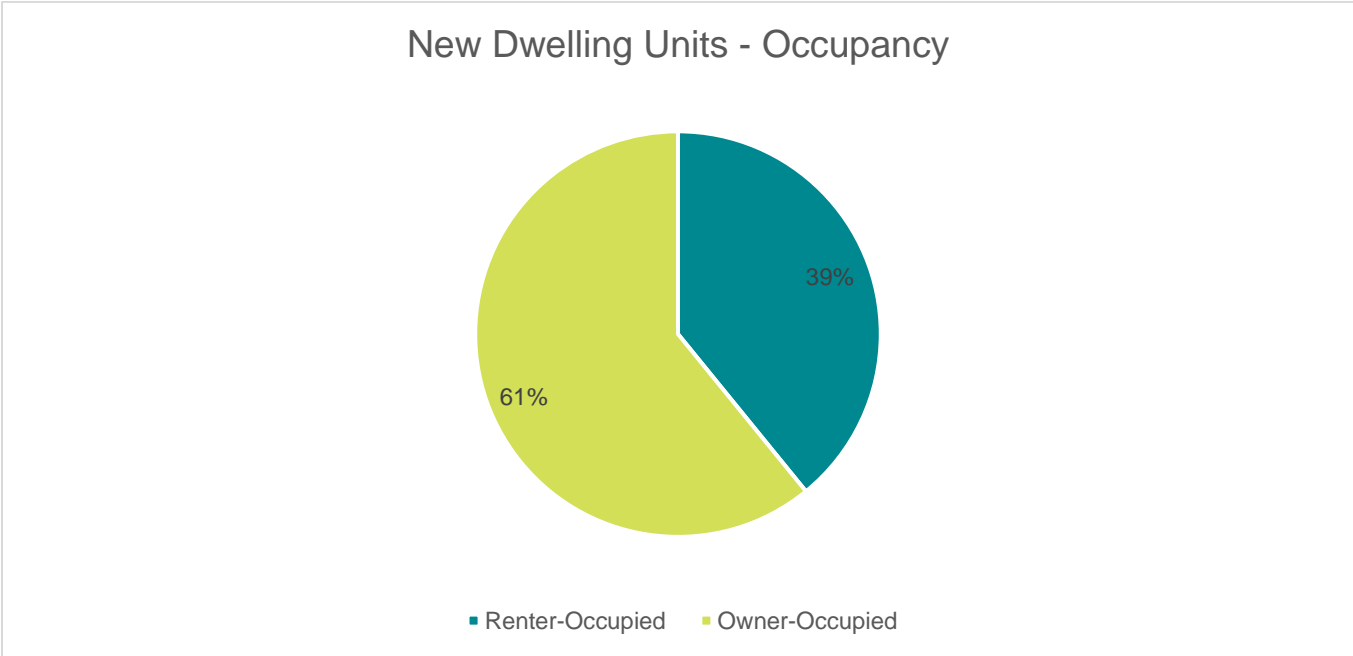


Figure 10 – Occupancy of new dwelling units

Apartment Units

There are five apartment developments which are either under review or permitted, containing a total of 171 apartment units. A majority of these new apartments are one-bedroom units. Of the new apartment units thus far, there have not been any three-bedroom units. Thirty apartment units (21%) have been designated as affordable (occupancy limited to tenants with a maximum of 80% area median income). One of the five apartment developments, one has entered the City's 12-year MFTE program, while three others have expressed interest in the program and are continuing to work through the permit application process.

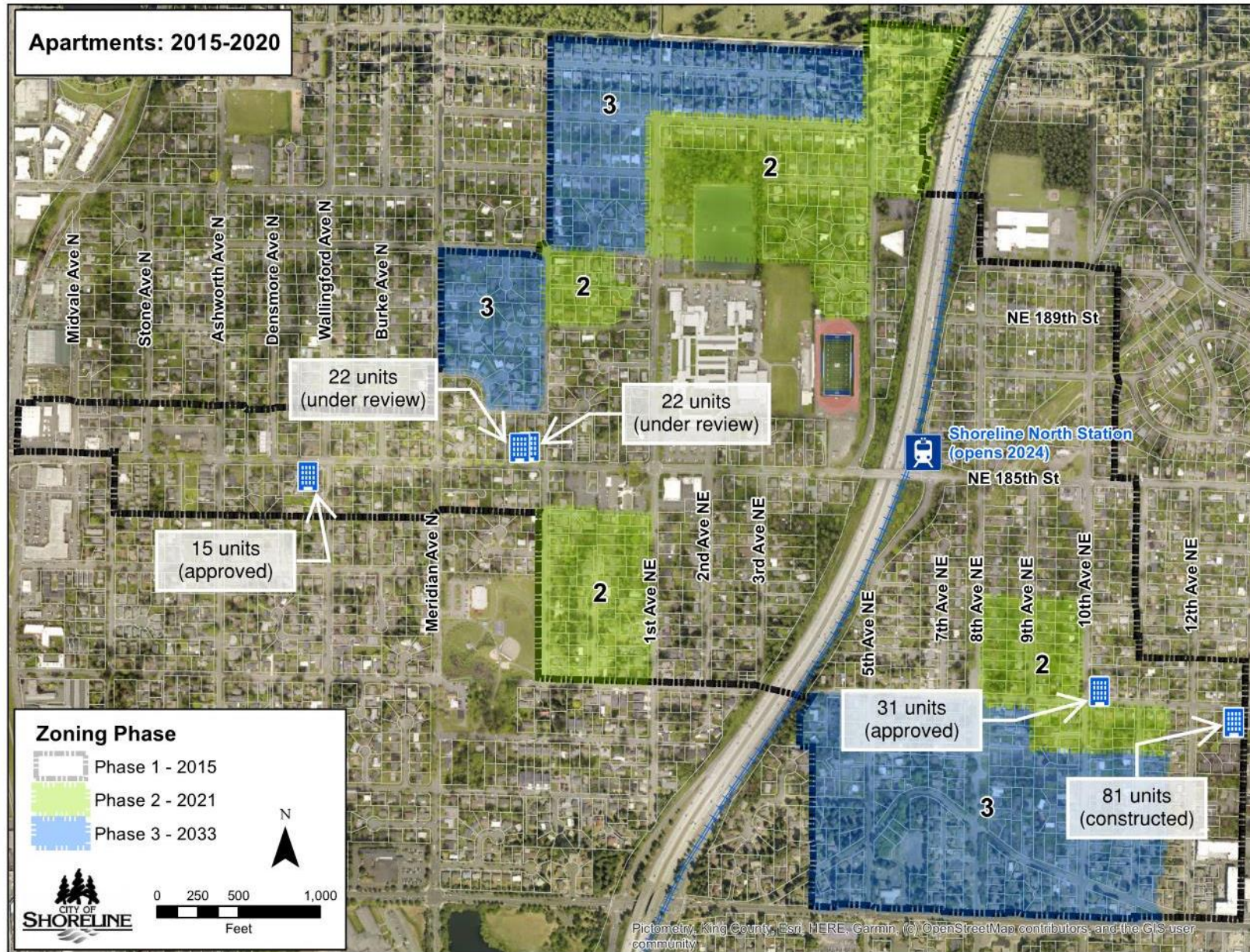


Figure 11 – New apartment development

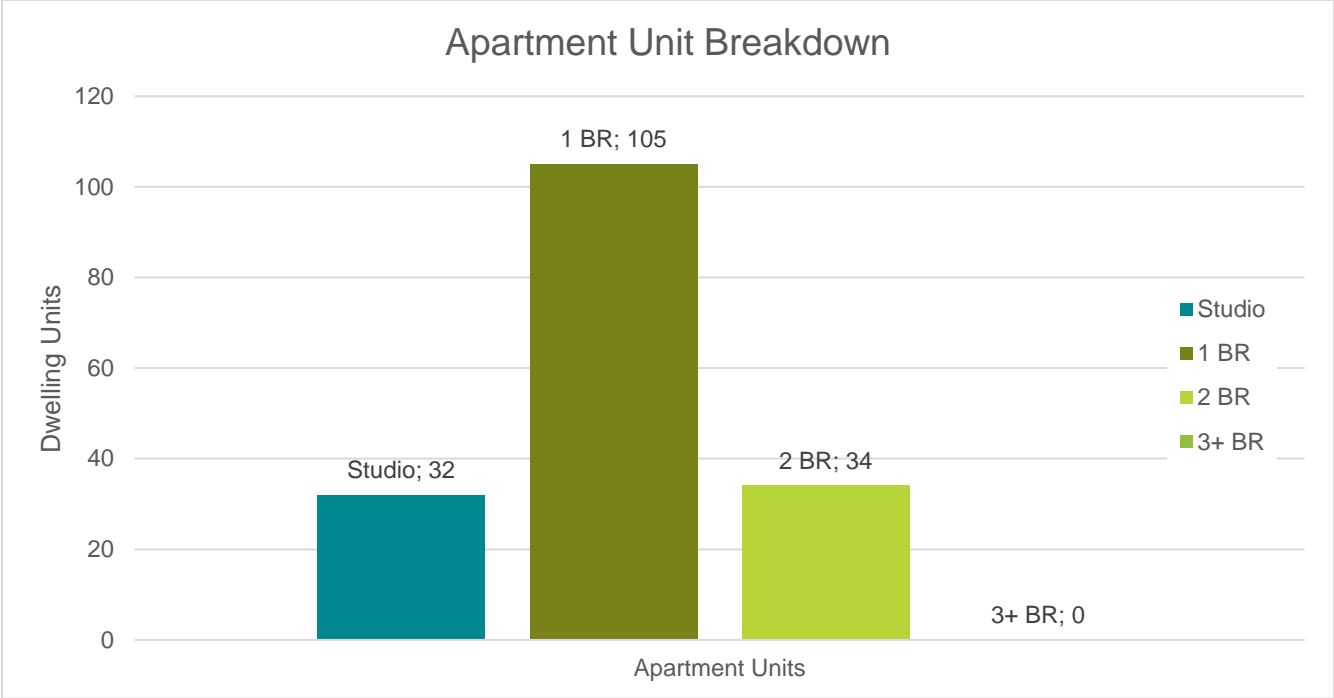


Figure 12 – Apartment unit type

Parking

The Development Code sets out the required number of parking stalls to be constructed to serve a specific land use. For dwelling units, the parking requirements are typically expressed as a ratio of stalls per unit (see Table 4).

Land Use	Minimum Parking Ratio
Townhome	1.0 per unit
Studio – One BR	0.75 per unit
Two BR +	1.5 per unit

Table 4 – Parking ratios

Based on a sample review of townhome permit applications, these units typically contain at least a one-car garage or dedicated off street parking space. Across all 171 apartment units thus far, the average ratio is 0.81 stalls per unit.

Impact Fees

Development impact fees are collected on a per-unit basis in accordance with the adopted rates in Chapters 3.70-3.80 of the Shoreline Municipal Code. Impact fees are assessed at the time of application and collected at the time a permit is issued. Table 5 shows the impact fees collected for permits issued within the 185th Street SSP thus far. The fees detailed below do not account for projects under review for which fees will be collected at the time permits are issued.

Impact Fees Collected (3/24/15-9/24/20)

Impact Fees	Fees Collected
Traffic	\$ 1,321,501
Parks	\$ 656,468
Fire	\$ 451,333
Total	\$ 2,429,302

Table 5 – Impact fees

Commercial Development

To date, there has not been any new commercial development activity within the subarea. While converting existing single-family homes into commercial uses is allowable from a land use perspective, it is possible that the strength of the regional housing market and regulatory requirements have minimized interest in doing so.

A market assessment was completed in 2014-15 as part of the 185th Street SSP. Of the many key findings of the market assessment, it noted specifically the “primary market opportunity for new development at the NE 185th Street Station Subarea is the development of residential units over the next 20 years.” The market assessment also noted limiting factors for commercial development such as the City’s overall low demand for office development and the existing development pattern of the subarea being difficult to facilitate larger mixed-use redevelopments. The market assessment anticipates demand for convenience-oriented retail would increase after the light rail station is operating.

Converting existing residential structures for commercial use can also be complicated and cost prohibitive in some instances due to requirements to retrofit an older home to meet ADA standards, current building and fire codes, and the City’s Development Code which requires complete site improvements such as frontage improvements (i.e. sidewalks, landscaping, etc.).

Capital Investment

Beyond the private investment in the form of redevelopment, the 185th Street SSP anticipates a consistent level of public investment into the subarea’s infrastructure to accommodate the anticipated level of growth.

Following is an overview of significant sources (City and other agencies) of capital investments in the subarea. A list and status update of all the mitigation actions identified in the Planned Action EIS are included in Appendix A.

Water System

Water service in the majority of the subarea is provided by the North City Water District, and by Seattle Public Utilities (SPU) generally in the areas west of I-5. Both agencies have a policy of “growth pays for growth” – meaning that any improvements necessary to accommodate a specific development is one that must be completed by the developer. In some instances, there may be a Water Extension Service Agreement which runs for a 15-year duration and allows a developer to be reimbursed a proportionate share of the water system costs as other developments utilize the improved water extension.

As identified in the 185th Street SSP, the water system serving the subarea will be upgraded incrementally to serve the intended growth. The North City Water District completed their long-range plan and Capital Improvement Plan in 2020 and takes into account anticipated future growth in the subarea.

Wastewater

Ronald Wastewater serves the subarea for wastewater. The 185th Street SSP identifies improvements necessary to serve the anticipated growth. Just as the water system will be upgraded incrementally, so will the wastewater distribution system.

Surface Water

Pump Station 26 is in the subarea and is beyond its useful life. The City's Capital Improvement Plan includes a project to remove and replace the pump station to improve reliability to the surface water system.

Recent amendments to the Engineering Development Manual have incorporated standards to ensure new developments better manage surface water flow control and improve water quality.

Electricity

Seattle City Light (SCL) is the electricity utility in the City. The 185th Street SSP notes that incremental growth and redevelopment would be able to be served through typical extensions of lines and services supported by customer fees and charges with each connection and for this reason no specific capital improvements were identified at that time.

Since adoption of the plan, SCL has informed the City of the need to provide three-phase power on the 185th Street corridor to serve the increasing density. The existing single-phase power along 185th Street from Stone Avenue to 1st Avenue has power lines attached to poles vertically on the south side of 185th Street. Converting to three-phase power requires a horizontal cross bar spanning 10 feet on center ("T-Top"). In most instances, because the existing utility poles are located on the property line, the south portion of the T-Top would extend onto private property and require an easement. SCL is currently working on a design to move poles approximately five feet north into the existing amenity zone to provide space for the T-Top without the need for easements on private property. It is anticipated SCL could file application with the City to complete the utility pole relocation in the first half of 2021.

Link Light Rail

Construction of the LLE began in 2019 and is anticipated to open for service in 2024. Beyond the guideway, highlights of the major work in the subarea include:

- Shoreline North/185th Station with a 495-stall parking garage and frontage improvements
- Reconstructed/re-aligned 5th Avenue NE with pedestrian pathway improvements
- New traffic signal at NE 185th Street and 5th Avenue NE
- New roundabouts on NE 185th Street at 8th Avenue NE and 10th Avenue NE

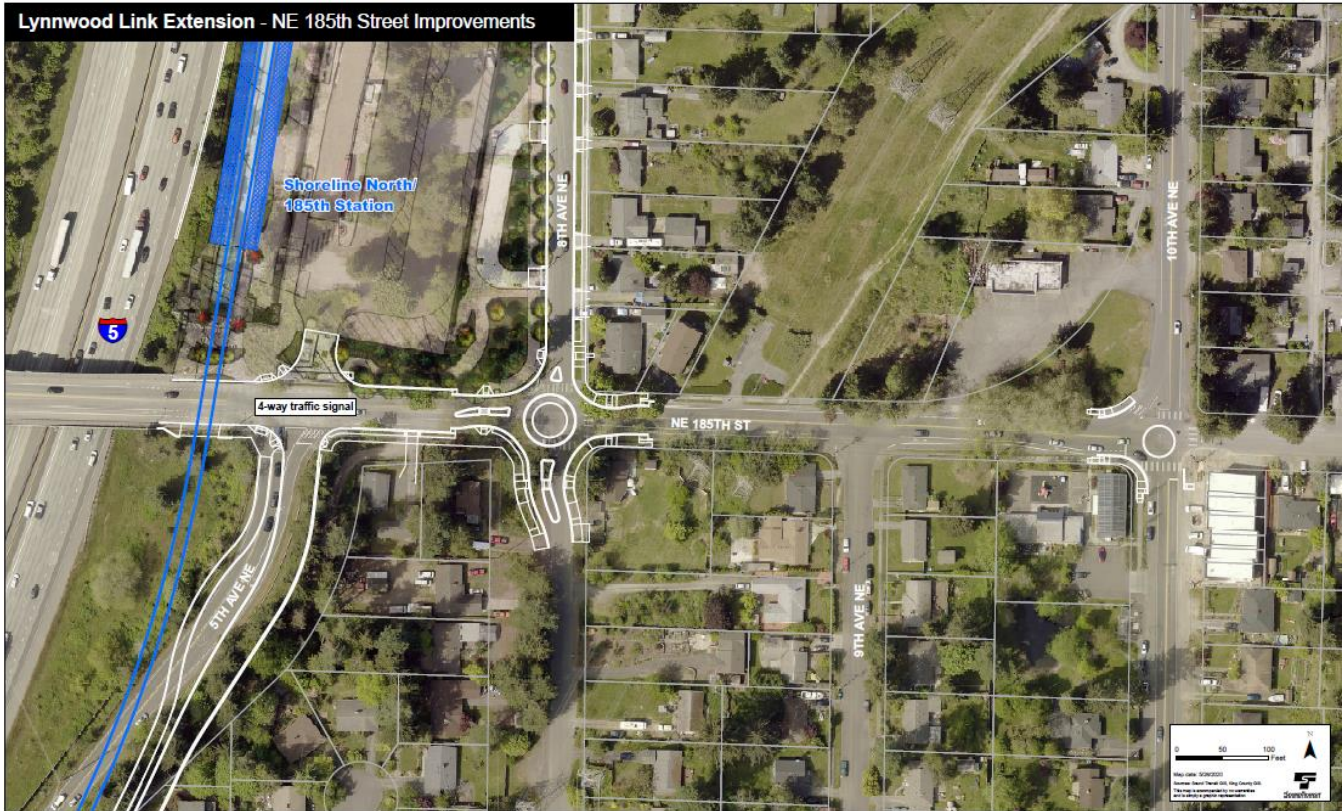


Figure 13 – LLE NE 185th Street Improvements (Credit: Sound Transit)

Transportation

The 185th Street Multimodal Corridor Strategy (185th MCS), completed in April 2020, was a significant action step identified in the 185th Street SSP. It builds on the work of the subarea plan and provides a refined vision specific to the 185th Street corridor that is safe for pedestrians and bicyclists, supports transit, addresses traffic flow, creates opportunity for gathering spaces, and encourages transit-oriented development. The 185th MCS will inform future decisions for design and construction of the corridor.

Currently, there is no designated City Capital Improvement Plan funding for improvements to the corridor. Changes to the 185th Street Corridor will happen incrementally over time as redevelopment occurs. The 185th MCS will serve as a guide to ensure that future public and private development projects contribute to a cohesive vision and will help the City competitively seek funding opportunities.

The 185th Street Preferred Option accepts a certain level of future congestion for general-purpose traffic while prioritizing fast and reliable bus transit connecting to-and-from the future light rail station. It also establishes a multimodal street design intended to complement the land use vision for a walkable/bikeable station subarea. None of the options studied in the 185th MCS would meet the City's adopted Level of Service (LOS). Creating an option for 185th Street that would meet the City's current volume-to-capacity (V/C) ratio would require a roadway configuration of greater than five lanes for general-purpose vehicles and would compromise the safety, access, and mobility of pedestrians, bicyclists, and reliable transit; and have a much larger roadway footprint than is economically feasible.

As a follow up action, because the LOS for Segment B, C, and D will fail in the future (refer to Figure 14), the City Council will need to either lower the general-purpose vehicle LOS for 185th Street or shift to a Multimodal Level of Service (MMLoS) in the City’s Comprehensive Plan.

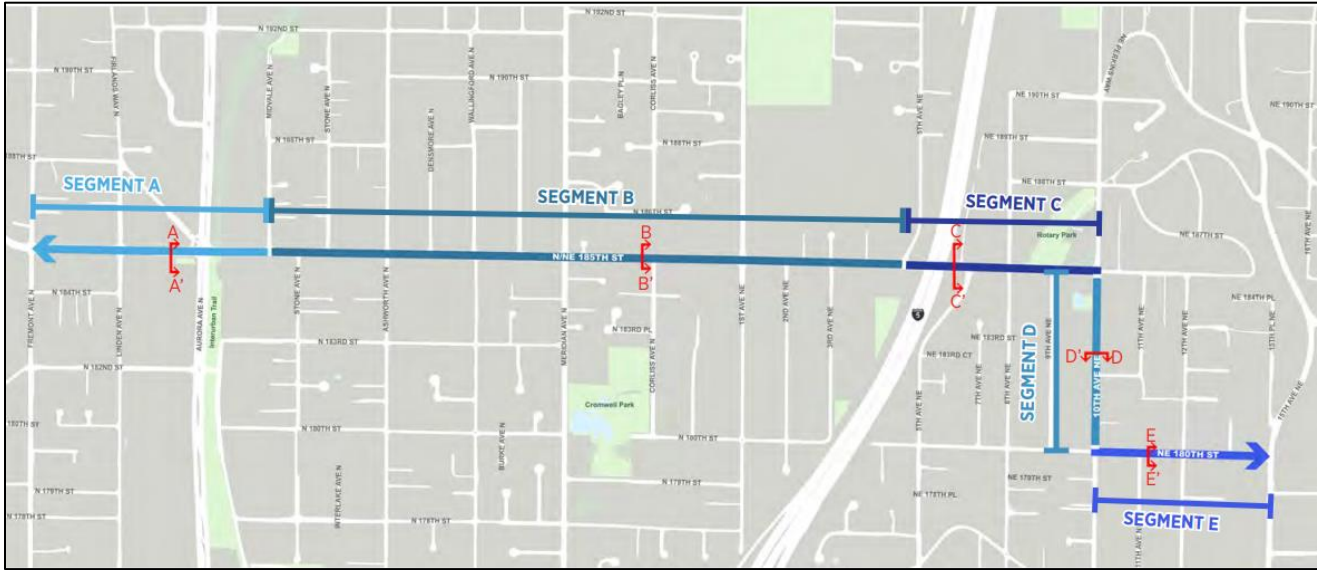


Figure 14 – 185th Street MCS Segments

Numerous other transportation actions are ongoing and address the mitigation actions identified in the Planned Action EIS. A list and status update of these actions are included in Appendix A.

Parks

The City of Shoreline Parks, Recreation, and Open Space (PROS) Plan projects that approximately 43 acres of new parks and open space in and around the City’s two light rail station areas is needed to serve the community and keep pace with anticipated growth.

The 185th MCS identified four opportunity sites along the 185th Street Corridor that could be utilized for better multimodal connections, placemaking, and enhanced open spaces. These four sites are referred to as community gathering places and are shown below in Figure 15.



Figure 15 – 185th MCS Community Gathering Places

Currently, the following prospects exist that could help to advance opportunities for the community gathering places:

- **Site 1:** The City owns a portion of the parcel at the corner of Aurora Ave/N 185th Street, so ideas for space activation and beautification could be incorporated if funding becomes available.
- **Site 2:** The City received King County Conservation funding to acquire Site 2 (0.7 acres of vacant land at N 185th Street and Ashworth Avenue N) for parks/open space purposes.
- **Site 3:** The City owns the right-of-way at the corner of NE 185th Street/5th Avenue NE, so trailhead amenities for the future Trail Along the Rail could be incorporated if funding becomes available.
- **Site 4:** The City and SCL have been discussing the possibility of a surface easement to allow park improvements under the SCL easement, similar to the Interurban Trail. The City has been coordinating closely with Sound Transit, who is currently using a portion of Rotary Park for construction staging, to leave the site's grading and utilities in the right place to begin future park improvements.

As noted in the surface water discussion above, Pump Station 26 is planned to be replaced. Site improvements associated with the replacement will include new park space with nature-play elements, flexible open space, and walking paths.

In addition to the actions above, the City will contribute funding for adjacent frontage improvements for any park redevelopment projects.

The PROS Plan will continue to be the guiding plan to monitor and address parks and open space needs within the City.

Conclusions

It has been 5+ years since the 185th Street SSP was adopted. Major assumptions related to growth and infrastructure have been mostly in-line with actual growth. The plan assumed an annual growth rate of between 1.5% and 2.5% – with actual growth in the first five years of the plan averaging 1.8% annually.

Capital investments in infrastructure have continued at a steady pace and functional plans have now incorporated projects needed to accommodate future growth called for in the plan. Most of the mitigation actions identified in the Planned Action EIS are either planned or underway (Appendix A).

There continues to be interest in development of the subarea. There have been 15 pre-application meetings held in the last 12 months for potential development projects. Of those pre-application proposals, 12 of them were for townhome developments, while the remaining three were for apartments.

The plan's primary objective to transition the subarea into a transit-supportive community with a variety of housing types is being met. However, opportunity exists for future refinements to the Development Code, functional plans, and other implementation measures. The plan notes:

“The ten-year timeframe after light rail begins operating likely will result in more change and redevelopment activity in the subarea than the previous ten years before 2024.” – 185th Street Station Subarea Plan

Challenges to Redevelopment

Although growth within the 185th Street Subarea is generally tracking with the assumptions from 2015, there are challenges and opportunities for improvement. Below is a brief discussion of some of the most commonly identified challenges for redevelopment within the subarea.

Development Agreements and Incentives

Even though the subarea has been (and will be in future phases) significantly up zoned, it may not always add sufficient value to offset costs associated with redevelopment. For example, developers have expressed interest in pursuing development agreements as allowed in the MUR-70' zones, but the value of development incentives such as added building height or more units have not shown to outweigh the costs of additional requirements and need to provide public benefits. In other words, either the incentives or the accompanying tradeoff may not be attractive enough to get the large-scale development intended. This imbalance may be partially the reason for a lack of development in the MUR-70' zone.

Property Aggregation and Plat Restrictions

Data thus far show the demand for townhome developments, with approximately 61% total units coming in the form of townhomes. One factor that may be impacting outcomes related to housing type is the existing small-lot single-family land use pattern in the subarea. Assemblage of multiple lots allow for development at a larger scale. The 185th Street SSP noted:

“Site assemblies of one or two parcels could support cottages, townhouses, or small rental projects (e.g. fourplexes). Larger land assemblies are likely to be more challenging because of the lower likelihood of successfully getting a large number of property owners to all agree upon terms and conditions of sale.” – 185th Street Station Subarea

The recently adopted townhome design standards may make it more advantageous for aggregation of more lots, but challenges may still exist in combining enough parcels to realize large-scale mixed-use redevelopment opportunities. There are examples of groups of property owners that have jointly marketed their properties for redevelopment, but these have yet to result in any development applications. Further study would be needed to explore ways for the City to proactively encourage property aggregation that would facilitate the large-scale redevelopment envisioned in the subarea plan.

In other instances, there are restrictions relating to minimum lot sizes or prohibited land uses that were established during the platting of areas throughout the subarea. The only way to remove plat restrictions is through a plat alteration process requiring approval from the majority of property owners within the plat. Plat alterations can add uncertainty, time, and cost to a development.

Utilities

No known capacity constraints currently exist based on discussions with individual utility purveyors. The 185th Street SSP identified several planned and recommended utility improvements. However, there remain locations within the subarea which require upgrades of utilities to provide adequate capacity for the compact land uses called for. For example, if parcel(s) proposed for apartment development are currently served by a water line that is undersized then the developer will assume the cost to improve the entire length of the line necessary to bring it up to the needed capacity. This example is the “growth pays for growth” policy in action. Tools do exist, and have been utilized, to provide for reimbursement and/or cost sharing in these instances.

SCL’s utility pole relocation and work to convert to three-phase power is another example of upgrading utilities to serve the density and intensity of land uses in the subarea.

Ongoing coordination with individual utility purveyors is necessary to identify areas of potential deficiencies and opportunities to improve.

Building Height

The Development Code allows for a base height of 35 feet, 45 feet, and 70 feet, respectively. The base height in the MUR-70' zone may go to a maximum height of 140 feet with an approved development agreement. However, regulations in the International Building Code limit the height for wood frame construction and has resulted in a development pattern that in many instances defaults to “5-over-2 construction” (i.e. 5 stories of wood frame construction on a two-story concrete podium). The economics of going beyond 5-over-2 and achieving 140 feet may be limited based on costs associated with moving from wood frame to a concrete and steel frame construction type.

An alternative to concrete and steel construction, cross laminated timber (CLT) construction methods continue to evolve and may prove to be a more economical option in the future. With recent examples of CLT buildings rising to 18 stories, Washington state, and subsequently the City, have adopted building code provisions to allow for CLT construction.

Parking

Parking demand and the need for further parking management will continue to evolve with the subarea. The City has started data collection of the public parking supply in both station areas to establish a baseline condition for ongoing monitoring (Light Rail Station Subareas Parking Study, October 2019). Parking data will be monitored and will inform decisions related to parking policy and management.

The amount of parking built as a component of new development is driven by the parking requirements within the Development Code. While a relatively small sample size, apartment developments in the subarea thus far average 0.81 stalls per unit.

It is well documented that minimum parking ratios can be a barrier to development and can have negative impacts on the environment and housing costs, among others. Developers in Shoreline have routinely reported challenges with achieving viable projects when factoring in the City’s minimum parking ratios and the requirement that tenants cannot be charged for an off street parking space

separate from their monthly rent, effectively forcing a development and the future residents living in it to subsidize free parking.

However, adjusting parking minimums or making other policy changes which affect private parking supply can ripple through and affect the public parking supply. An in-depth study and analysis of parking ratios, and corresponding public parking management policy decisions is beyond the scope of this report.

Conversion of Single-Family Structures to Commercial

There has not been any new commercial development within the subarea during the initial 5+ years since its adoption. The City has been made aware of some interest in converting existing single-family structures for commercial use. However, conversion can be cost prohibitive because of requirements to meet ADA standards and current building and fire codes. Other site improvements, such as sidewalks, are often required as well. Together, these requirements can be a barrier for conversion of single-family structures to commercial use. Preliminary staff research on this topic was started in 2019. Further study would be necessary to identify options and areas for potential policy or code amendments on this topic.

Planned Action

The 185th Street SSP Planned Action EIS identifies impacts and mitigation measures associated with the adoption and implementation of the plan – and accordingly specific development proposals consistent with the development levels specified in the adopted Planned Action ordinance and supporting analysis do not require further review under SEPA.

Development levels, impacts, and mitigation in the Planned Action ordinance continue to adequately address growth within the subarea.

Property Tax Exemption and Affordable Housing

The MFTE program in the 185th Station Subarea is limited to properties zoned MUR-45' and MUR-70' in the phase 1 area. The program's eligibility in the two light rail station subareas is set to expire on December 31, 2021. Further study of the program within the light rail station subareas should be conducted and a recommendation should be made for potential expansion (e.g. extend to phase 2 rezone area) and/or extension of the program prior to its expiration.

Affordable housing requirements will continue to exist within the subarea even if the MFTE program expires. The property tax exemption for qualifying projects lasts a maximum of 12 years. The required duration for affordable units is 99 years from the date of initial occupancy. Some developers have cited the 99-year requirement as a challenge – even with the initial 12-year property tax exemption.

Implementation and Strategic Planning

Implementation of the 185th Street SSP that meets or exceeds the goals of the plan will require ongoing collaboration and partnerships. There are areas within the subarea that may benefit from more detailed planning work to identify opportunities to improve transportation connectivity (e.g. street grid

connections) and to “master plan” portions of the subarea for specific infrastructure and transportation needs that could inform future decision-making.

Potential Topics for Future Study and Action

Based on the data summarized above and analysis of progress to date of the 185th Street SSP the following topics may warrant further study to assess whether there is opportunity to more effectively implement the plan in the years to come:

- **Development incentives:** A thorough analysis of development incentives and public benefits could identify imbalances and opportunities to align the value of incentives with the costs of providing the benefits.
- **Property aggregation:** Explore opportunities to proactively encourage property aggregation to facilitate the large-scale developments envisioned in the plan.
- **Parking requirements:** Further study and comparison is needed to determine whether the City’s minimum parking ratios and eligible parking reductions for new development are appropriate for an emerging high capacity transit-supportive community. Reducing parking requirements or changing parking management policy (such as allowing landlords to charge tenants for parking) should assess the interrelationship between the public and private parking systems.
- **Conversion of single-family structures to commercial:** Building from preliminary staff research, identify barriers to converting residential structures and options to lessen their impact while still advancing the goals of the 185th Street SSP.
- **Extension and potential expansion of the MFTE program:** The current eligibility applies only to MUR-45’ and MUR-70’ properties within the phase 1 rezone area and is scheduled to expire at the end of 2021.
- **Implementation and strategic planning:** Conduct detailed planning in opportunity areas with specific infrastructure or transportation needs where further study could help inform future decision-making and potential partnerships.

“...it is important to recognize that the 185th Street Station Subarea Plan will be a long-range plan to be achieved over generations.” – 185th Street Station Subarea Plan

Note: build-out mitigation measures (beyond 2035) are not listed

SEPA MITIGATION MEASURE	STATUS	NOTES
Land Use		
<p>Change will occur incrementally over many decades. Proactive planning and capital investments will support the implementation of the adopted Station Subarea Plan over time. The City will update the Shoreline Municipal Code Title 20, the Development Code, to encourage best design practices and design features that enhance the neighborhood and provide a suitable transition between uses. Potential implementation of phased zoning may provide more focus and predictability for the first stages of change.</p>	Ongoing	<ul style="list-style-type: none"> • Development Code updates to implement subarea plan adopted in 2015 • Townhouse design standards adopted in 2020 • Phased zoning ongoing – Phase 2 scheduled to occur in March 2021 • Market-driven growth is occurring incrementally • Capital investments by City and other agencies such as ST
Population, Housing, and Employment		
<p>Population is expected to grow incrementally over many decades. Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan will occur over time. The City will update the Shoreline Municipal Code Development Code standards to encourage a greater level of affordable housing, housing choices, and expand uses allowed in the Station Subarea. The potential implementation of phased zoning will be explored to provide more focus and predictability for initial decades of growth.</p>	Ongoing	<ul style="list-style-type: none"> • Development Code updates to implement subarea plan adopted in 2015 included a range of allowable housing types in the subarea as well as required affordable housing and property tax exemptions to encourage development of affordable housing • Market-driven growth is occurring incrementally • Phased zoning ongoing – Phase 2 scheduled to occur in March 2021 • The City is developing a Housing Action Plan that will prioritize development of additional housing tools
Transportation – by 2035 or Earlier		
<p>Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects</p>	Ongoing	<p>ST will complete all EIS requirements by Shoreline North/185th Station opening (2024). The TMP will be updated over the next several years to address housing/employment growth changes since last TMP (2011)</p>

SEPA MITIGATION MEASURE	STATUS	NOTES
		- revised and/or additional growth projects resulting from new growth projections are expected.
N-NE 185th Street: two-way left-turn lane	Ongoing	ST will complete NE 185 th St rechannelization with two-way left turn from approximately 2 nd Ave NE to 8 th Ave NE by 2024.
Meridian Ave N: two-way left-turn lane	Ongoing	Growth project – have been collecting TIF that would support this effort. There is a safety project that may implement part of this (155 th to 175 th) by 2022.
N 185th St/Meridian Ave N: 500-foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket	Ongoing	Growth project – have been collecting TIF that would support this effort. ST will be making some improvements to intersection operation by 2024.
Expanded turn pocket lengths for Meridian Ave N and 175th St intersection	Ongoing	See 175th Corridor Project.
Intersection improvements at 15th Avenue NE and NE 175th St Intersection	Complete	Done in 2019 by Traffic Services.
Transportation – by 2035		
Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185th Street, Meridian Avenue N, and other key corridors	Ongoing	See 185th Street Multimodal Corridor Strategy.
Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures	Ongoing	See Sidewalk Program and station area sidewalk improvements described in TIP (funded via ST mitigation) - also described on the sidewalk program page.
Develop specific N-NE 185th corridor plan to prepare for redevelopment	Complete	See 185th Street Multimodal Corridor Strategy.
Continue to monitor traffic volumes on N-NE 185th Street on a bi-annual basis to identify changes in congestion patterns	Ongoing	See Annual Traffic Report.
Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185th Street	Complete	The adopted Engineering Development Manual (EDM) implements strategies related to access management.

SEPA MITIGATION MEASURE	STATUS	NOTES
Expand signal coordination and other intelligent transportation systems (ITS) strategies	Ongoing	No specific program for this, but would be addressed via corridor projects.
Consistent with the TMP, reconfigure the N 185th Street/Meridian Avenue N intersection	Ongoing	ST will complete 185 th reconfiguration by 2024 as part of mitigation. 185 th /Meridian intersection improvements are part of growth projects and will also be addressed through any funding of the Corridor Strategy follow up actions.
Provide protected/permitted phasing for NB and SB left-turn movements at N 185th Street and Meridian Avenue N	Ongoing	Should be completed by Fall 2020.
Signalization of the intersections along N-NE 185th Street at 5th Avenue NE and 7th Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023	Ongoing	See ST mitigation. No changes (except for 185 th turn pocket) on west side of I-5 at 5 th /185 th . Signalization at 5 th Ave NE on the east side of I-5 will be completed by ST by 2024. Roundabout will be installed at 185 th /8 th by ST by 2024.
As traffic volumes approach the capacity of N-NE 185th Street, evaluate adding lane capacity from Aurora Avenue N to 7th Avenue NE	Ongoing	See 185th Street Multimodal Corridor Strategy.
Consistent with the TMP, reconfigure the N 175th Street/Meridian Avenue N intersection	Ongoing	See 175th Corridor Project.
NE 175th Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation	Not started	The City does not have a plan for this currently.
Consistent with the TMP, add bicycle lanes along 1st Avenue NE from the 195th Street trail to NE 185th Street	Complete	Completed in 2017. http://www.shorelinewa.gov/government/projects-initiatives/bike-plan-implementation
Consistent with the TMP, reconstruct 5th/7th Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175th Street NE to NE 185th Street and 5th Avenue NE from NE 185th Street to NE 195th Street	Ongoing	ST completing 180 th to 189 th . Shoreline Sidewalk Program completing 175 th to 180 th .

SEPA MITIGATION MEASURE	STATUS	NOTES
Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns	Ongoing	See Annual Traffic Report .
Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes	Ongoing	Growth project – TIF currently being collected. Part of this conversion (155th to 175 th) may be implemented with a safety project by 2022.
Consistent w/ TMP, install sidewalks on both sides of 10th Avenue NE from NE 175th St to NE 195th St	Ongoing	See 185th Street Multimodal Corridor Strategy . See also Sidewalk Program .
Consistent with the TMP, install sidewalks on both sides of NE 180th Street from 15th to 10th Ave NE	Ongoing	See 185th Street Multimodal Corridor Strategy .
Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station	Ongoing	Perkins Way is an identified facility on the Bike Master Plan, however there is no clear plan for how to make improvements as the City lacks a funded bike program, it would like be infeasible for a continuous facility to be addressed by redevelopment (outside of rezone), and bike facilities are not currently measured through our concurrency program. Bike facility planning will be addressed more comprehensively through the TMP update. Also see TIP .
Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood	Complete / Ongoing Implementation	The City continues coordination with ST on the design and construction of light rail/transit facilities. The Shoreline North/185 th Station will include bus layover/transfer space, rider drop-off, bike parking, etc.
Work with Sound Transit on the N-NE 185th Street bridge improvements with a focus on multimodal access and safety	Complete/Ongoing Implementation	See ST construction plan – sidewalks existing, buffered bike lanes will be added by 2024.
Transportation – Parking Management Strategies		
Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers	Ongoing	See Subareas Parking Study and ST Mitigation. Model Traffic Ordinance monetary penalties were recently increased in 2020 anticipating future need for dedicated parking enforcement resource.

SEPA MITIGATION MEASURE	STATUS	NOTES
Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use	Ongoing	See Subareas Parking Study .
Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking	Ongoing	ST will install some signage to their garages. Additional real-time or static signage to off-street parking would likely require private-public partnership - See Subareas Parking Study .
Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply	Ongoing	See Subareas Parking Study .
If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply	Ongoing	See Subareas Parking Study .
Transportation – Traffic Calming		
Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program	Ongoing	NTSP has been discontinued but traffic calming practices will be continued through Annual Traffic Report or Driver Education and Awareness efforts. Traffic calming can also be required through development activities; in some cases we are requiring funds be set aside for a certain time period to monitor local street impacts, and will use the funds for traffic calming where necessary.
Transportation – Transit Service Improvements		
As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185th Street corridor to ensure transit vehicles can operate efficiently through the study area.	Ongoing	See 185th Street Multimodal Corridor Strategy . The TMP update may also address this.
Strategies the city may employ include construction of signal priority systems, queue jumps and bus bulbs.	Ongoing	See 185th Street Multimodal Corridor Strategy .
Target potential chokepoints along N-NE 185th Street for these improvements, such as Meridian Avenue N and/or 5th Avenue NE.	Ongoing	See 185th Street Multimodal Corridor Strategy .

SEPA MITIGATION MEASURE	STATUS	NOTES
Evaluate the potential signalization of NE 185th Street and 7th Avenue NE to allow for efficient access of busses into and out of the light rail station.	Ongoing	ST will be constructing signal at 5 th /7 th /185 th intersection (east of I-5) by 2024.
Transportation – Pedestrian & Bicycle Facilities		
Evaluate potential improvements on N-NE 185th from the Interurban Trail to the station including cycle tracks	Ongoing	See 185th Street Multimodal Corridor Strategy.
Coordinate with Sound Transit on bike facilities at the station	Ongoing	ST will be constructing bike lanes on 185 th , 5 th (both station areas), as well as shared use paths in other locations. They are also building portions of the Trail Along the Rail .
Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects	Ongoing	To create an integrated transportation system accommodating each mode of travel the city's Engineering Development Manual establishes design criteria, standards, and guidelines for complete streets based upon recognized best practices and sound engineering principles in street design, construction and operations (SMC 12.50). New developments are required to construct sidewalks meeting current standards as well as bike parking (both long term and short term) consistent with the Development Code (SMC 20.50.440).
Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195th Street pedestrian and bicycle bridge to the station	Ongoing	See Trail Along the Rail .
See Perkins Way recommendation above	Ongoing	Perkins Way is an identified facility on the Bike Master Plan, however there is no clear plan for how to make improvements as the City lacks a funded bike program, it would like be infeasible for a continuous facility to be addressed by redevelopment (outside of rezone), and bike facilities are not currently measured through our concurrency program. Bike facility planning will be addressed more comprehensively through the TMP update. Also see TIP.
Install bike lanes on 10th Avenue NE	Ongoing	See 185th Street Multimodal Corridor Strategy.

SEPA MITIGATION MEASURE	STATUS	NOTES
Consider opportunity to implement bike sharing program and additional bike storage near station	Upcoming	To be considered as part of the Transportation Master Plan update in 2020.
Transportation – Other Mitigation Measures		
Continue to implement traffic calming measures along non-arterial streets to prevent cut through traffic, working through the Neighborhood Traffic Safety Program	Ongoing	NTSP has been discontinued but traffic calming practices will be continued through Annual Traffic Report and/or Driver Education and Awareness efforts. Traffic calming can also be required through development activities as a permit condition; in some cases, the City is requiring funds be set aside for a certain time period to monitor local street impacts, and will use the funds for traffic calming where necessary.
Continue to support transit service mitigation measures as needed	Ongoing	Will potentially be addressed more holistically (with possible performance measures) through TMP update.
Implement programs such as bike sharing and car sharing programs working with service providers	Upcoming	To be considered as part of the Transportation Master Plan update in 2020.
Continue to require and implement pedestrian and bicycle facilities and improvements	Ongoing	Continues to be required via code/EDM. Complete Streets Ordinance (SMC 12.50) bolstered requirement for bike facilities.
Public Services		
Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades	Ongoing	City continues to partner with service providers to identify and plan for necessary capacity improvements to accommodate anticipated growth.
Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities	Ongoing	Modest growth within the subarea continues.
Consider the need for potential increases in fees for services to address growth	Ongoing	The City regularly assesses whether fees cover services provided and adjusts as necessary.
In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.)	Upcoming	

SEPA MITIGATION MEASURE	STATUS	NOTES
Water – by 2035		
Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning	Ongoing	Regular periodic updates to water master plans take into consideration land use growth projections.
Evaluate/verify long-term storage and facilities needs	Ongoing	See North City/SPU plans.
Upgrade 8,610 linear feet (LF) of 12” water mains, valves, and hydrants in the North City Water District	Ongoing	See North City Water District CIP.
Upgrade 3,030 LF of 12” water mains and 1,480 of 8” water mains, as well as valves and hydrants in the Seattle Public Utilities (SPU) system	Ongoing	See SPU CIP.
Wastewater – by 2035		
Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning	Ongoing	See Ronald Wastewater District 2020 Comp Plan (currently in works, published by 2035)
Upgrade 9,450 LF of 18” or larger mains, and 648 LF of 12” to 15” mains; upsize lift station #15	Ongoing	Ongoing capacity studies address this mitigation. LS#15 will need to be upsized as well as finding a solution to the emergency overflow onto the WSDOT ROW.
Surface Water – by 2035		
Upgrade 2,617 LF of 24” pipe, 20,422 of 18” pipe, and 4,257 of 12” pipe	Ongoing	<p>The Surface Water Capacity Modeling Study is in the process of identifying existing system capacity and a recommended plan for future systems under redevelopment fully built-out conditions.</p> <ul style="list-style-type: none"> • In 2020, the scope of this project was amended to focus on redevelopment hot spots, including the 185th Station subarea. • This study is expected to conclude near the end of 2020. • Deliverables include a modeling plan and a capacity model, which the City can use to identify appropriate pipe sizing and routing for full build-out conditions. • Capacity Modeling is a key first step in this effort as it will identify where new pipes should be located, what size those

SEPA MITIGATION MEASURE	STATUS	NOTES
		<p>pipes should be, and which existing pipes may need to be relocated and/or upsized.</p> <ul style="list-style-type: none"> • Since most redevelopment is expected to trigger on-site flow control and the City is currently exploring other opportunities (such as regional flow control and maximizing GSI) to better manage stormwater flows, the lengths of pipe estimated for upsizing by the SEPA Mitigation Factor are expected to be significantly higher than will be actual needed. The Surface Water Capacity Modeling Study will help to clarify the planned need for upgrades. • Most public stormwater pipe installation and upsizing is currently expected to be completed by redevelopment projects, in service of redevelopment. The SWU will continue to refine the processes in place to delineate the responsibilities of redevelopment for upgrading the public stormwater system. Any possible need for future City CIP projects to install or upsize stormwater pipes within the 185th Station subarea will be evaluated under the next Surface Water Master Planning effort, to begin in 2022. <p>Annual Surface Water programs to repair and upgrade pipes which can be used to implement selective improvements as needed outside of the above efforts include:</p> <ul style="list-style-type: none"> • Stormwater Pipe Repair and Replacement Program • Surface Water Small Projects <p>Surface Water Utility has also coordinated with the internal Sound Transit team to review SWU infrastructure to be newly constructed or otherwise impacted by ST, to ensure that this infrastructure is consistent with the City’s standards for design, construction, maintenance, and long-term needs.</p>

SEPA MITIGATION MEASURE	STATUS	NOTES
Upsize MC03 pump station	Ongoing	<p>The preliminary design report for upgrading MC03 (also known as Pump Station 26, or PS-26) and other surface water pump stations was completed in 2020.</p> <ul style="list-style-type: none"> • The design contract will begin in 2020. • Construction of MC03 (PS-26) improvements is scheduled for 2021. • The existing small detention pond and 50-year old pump station will be removed and replaced with all-new underground facilities designed to maximize reliable flood protection, infiltration, storage volume, and flow control. • The additional flow control capacity of the new pump station can potentially be used to provide regional stormwater management for redevelopment within the 185th station subarea. • Other surface water pump stations within the 185th station subarea (Serpentine PS and PS-25) were also included in the 2020 preliminary design report. Minor upgrades these pump stations are anticipated to be designed and constructed in 2022 and 2023, respectively.
Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by DOE	Ongoing	<p>In 2020, the Engineering Development Manual (EDM) was updated with the following new guidance to encourage LID/GSI in development/redevelopment:</p> <ul style="list-style-type: none"> • A new threshold for flow control was added for sites proposing over 50% impervious surface. LID/GSI features will help projects stay under this threshold. • Permeable sidewalks in the ROW are now explicitly allowed in the EDM. • New standard details for LID facilities, including permeable sidewalks and bioretention

SEPA MITIGATION MEASURE	STATUS	NOTES
		<p>In 2020, Surface Water will work with Development Review to review the next version of Ecology’s Surface Water Management Manual for Western Washington</p> <ul style="list-style-type: none"> • Review the infeasibility criteria for LID/GSI and consider revising • Continue to add and update new standard details for LID facilities
<p>Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment</p>	<p>Ongoing</p>	<p>Surface Water has begun to explore opportunities to implement regional stormwater facilities within the 185th Station Subarea:</p> <ul style="list-style-type: none"> • The most currently promising opportunity is the additional storage volume and flow control facility to be created under the MC03 pump station (PS-26) upgrade project. PS-26 receives drainage from a large portion of the heart of the subarea. Fully utilizing this facility for regional stormwater management will require creating new legal and funding mechanisms which were previously explored under the Boeing Creek Regional Stormwater Facility Study, but have yet to be developed. • Other opportunities being explored include identifying other potential locations for regional stormwater facilities as part of the Surface Water Capacity Modeling Study, and having discussions with Parks regarding possible underground regional facilities at optimal City park locations. These explorations are currently very preliminary.
<p>Electricity, Natural Gas, & Communications (to serve 2035 & build-out growth)</p>		
<p>Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades</p>	<p>Ongoing</p>	<p>Coordination with service providers as needed on a project-by-project basis.</p>

SEPA MITIGATION MEASURE	STATUS	NOTES
Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities	Ongoing	Modest growth within subarea continues.
Consider the need for potential increases in fees for services to address growth	Ongoing	Service providers regularly assesses whether fees cover services provided and adjusts as necessary.
Explore district energy options and incentivize green building	Ongoing	City has adopted Deep Green Building Incentive Program for the subarea.
Behavioral changes may offset some demand for services	n/a	