Introduction

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145th Street Station Subarea Plan

The background behind development of the 145th Street Station Subarea Plan (SSP/subarea plan), including the organization, context, purpose, process, and foundational principles for the subarea plan are described in this introductory section.

Background

In spring of 2013, the City of Shoreline entered into community-based visioning and planning to address future land use, transportation, and neighborhood enhancements in the community's light rail station subareas at NE 145th and NE 185th Streets along Interstate 5 (I-5). The subarea plans for both station areas were shaped by extensive public and stakeholder engagement (see Chapter 2 of this Subarea Plan) as well as technical and environmental analysis.

Development of the subarea plan was guided by Framework Policies adopted by the City Council in May 2012, as well as specific policies of the Land Use Element (LU23-LU46) adopted into the Comprehensive Plan in December 2012. Other policies and provisions of the City of Shoreline's Comprehensive Plan, as well as citizen visioning work that culminated in Vision 2029, and adopted plans such as the Transportation Master Plan were also foundational to the subarea plan.

A Draft Environmental Impact Statement (DEIS) was published for the 145th Street SSP in January 2015, an Addendum to the DEIS was published in February 2016, and the Final Environmental Impact Statement (FEIS) was published in July 2016.

The DEIS and FEIS for the 145th Street Station Subarea studied a range of alternatives for future growth and change in the subarea. This included studying a No Action alternative and two action alternatives (Connecting Corridors and Compact Community) in the DEIS. After consideration of elements studied in the DEIS and public and agency comments, the City Council chose to study Alternative 4—Compact Community Hybrid and the potential to phase any of the action alternatives as additional options in the FEIS. The Council did not select any of the potential zoning alternatives as a "Preferred Alternative", so because the Compact Community Hybrid was the last recommendation from the Planning Commission (following the April 7, 2016 public hearing), that map is used as the basis of this draft subarea plan. If the Commission were to recommend or Council were to adopt a different zoning scenario, maps in the subarea plan and adopting ordinances would be amended.

The "subarea plan package" will consist of the following ordinances:

- **ORD. NO. 750** Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map

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- **ORD. NO. 751** Amending the Unified Development Code, Shoreline Municipal Code Title 20, and the Official Zoning Map to Implement the 145th Street Subarea Plan
- **ORD. NO. 752** Planned Action for the 145th Street Station Subarea pursuant to the State Environmental Policy Act

Adoption of these ordinances will amend the City's Comprehensive Plan, including the Future Land Use Map; Development Code regulations and the zoning map; and establish Planned Action boundaries and mitigation requirements to accommodate projected population growth.

Subarea Plan Organization

The 145th Street SSP includes the following sections:

1. Introduction
2. Community and Stakeholder Engagement in Plan Development
3. Existing Conditions and Population Forecasts
4. Market Outlook and Economic Development Potential
5. Long Term Vision
6. Sustainability and Livability Benefits of Implementing the Subarea Plan.
7. Incremental Implementation Strategy

Planning Context

Through a separate public process for the Lynnwood Link Extension, which included development of a DEIS, Sound Transit identified NE 145th Street on the east side of Interstate 5 (I-5), north of the interchange, as the preferred location for one of the two light rail stations to potentially be built in Shoreline. A park-and-ride structure, also to be constructed by Sound Transit, would be potentially located on the east side I-5, also north of the 145th Street interchange. The City of Shoreline supports this proposed station location as Sound Transit's preferred alternative for the Lynnwood Link Extension, and identifies the location in the City's Comprehensive Plan Land Use Map.

The City of Shoreline Planning Commission determined planning boundaries for the 145th Street SSP through considerations of factors such as policy direction, topography, ability to walk and bike to and from the station, and other existing conditions and influencing factors. The City of Shoreline Planning Commission recommended and City Council adopted specific land use and mobility study area boundaries for the 145th Street SSP. Together, the two study areas make up the "subarea" that is the focus of this planning process.

The rectangular-shaped subarea includes portions of the Parkwood and Ridgecrest neighborhoods of Shoreline, and also a very small portion of the Briarcrest neighborhood east of 15th Avenue. N/NE 145th Street serves as a southern boundary of the subarea, with City of Seattle jurisdiction to the south. **Figure 1-1** illustrates the subarea planning boundaries and shows the location of the potential light rail station and park-and-ride structure.

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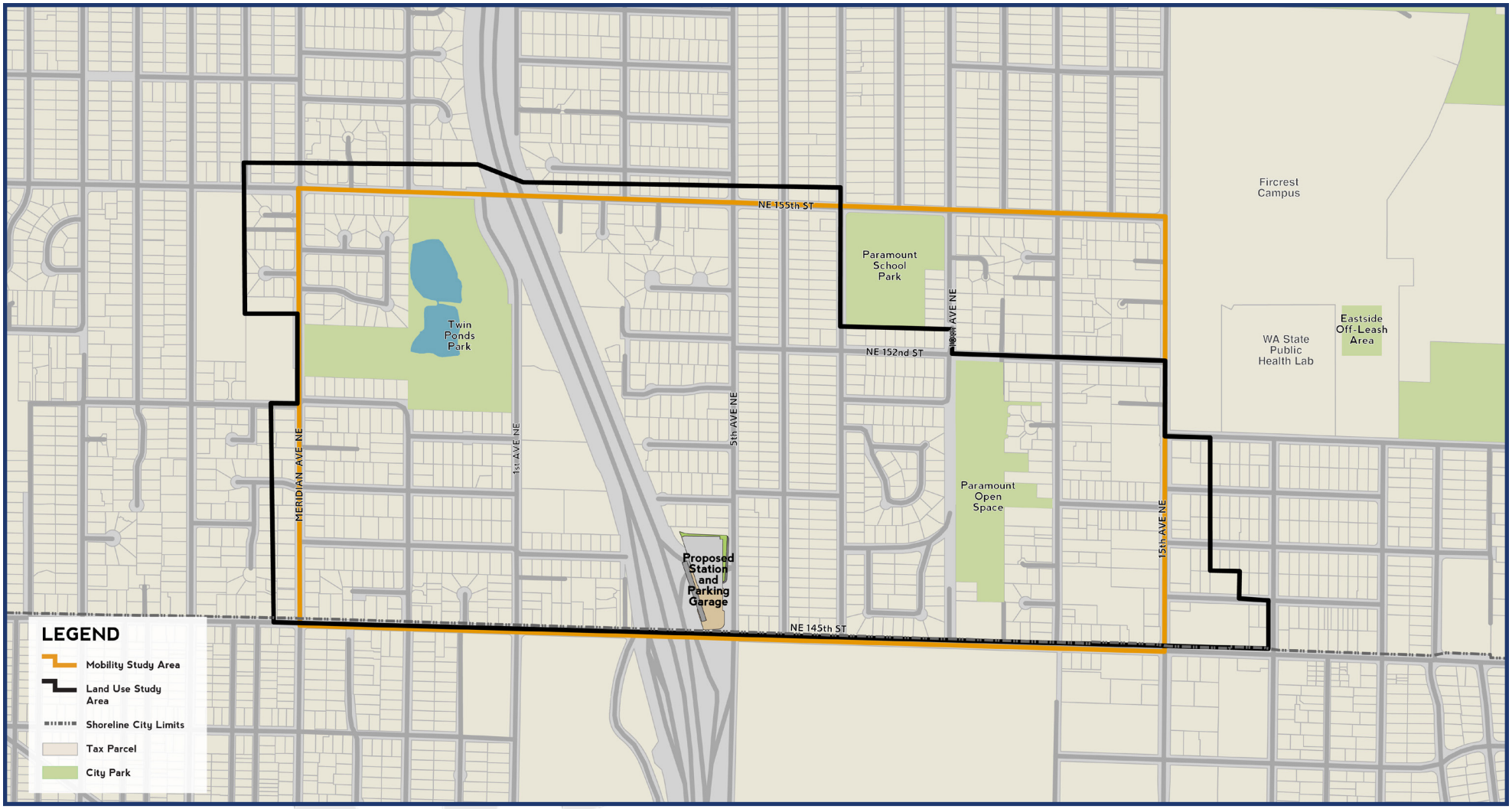

FIGURE 1-1: Subarea Planning Boundaries

Planning Diagramming

Purpose and Need for the Subarea Plan

The City of Shoreline developed the 145th Street SSP for the purpose of addressing future land use and transportation needs in the vicinity of the planned light rail transit station. Consistent with the City of Shoreline's Comprehensive Plan, Vision 2029, Transportation Master Plan, and other adopted plans and policies at the federal, state, regional and local levels, the subarea plan encourages development of a livable, equitable community around high-capacity transit.

Through plan implementation over many decades, neighborhoods in the subarea will attract a vibrant mix of land uses that offer additional housing choices, new jobs at businesses serving the neighborhood, a variety of social and recreation opportunities, and community services. In the vicinity of the new light rail station, redevelopment will create a transit-oriented mix of land uses that increases the number of people living and working in proximity to the light rail station. This will increase ridership and support the region's investment in high-capacity transit.

Plan implementation also will address a variety of needs, benefitting the Shoreline community as well as the broader region, including the need for:

- A variety of housing options that fit varying income levels
- Enhanced quality of life and reduced household costs related to transportation
- Family-friendly parks and amenities as part of new developments and capital investments
- Improved streets that enhance walking and bicycling in the subarea and create safer conditions for all modes of travel
- Updated utility systems and improved stormwater management and surface water quality
- Positive environmental effects such as reduced energy use and greenhouse gas emissions from less vehicle miles traveled, as well as less regional traffic congestion and related air pollution

Planning and Adoption Process for the Subarea Plan and Planned Action Ordinance

The 145th Street SSP was developed through a process that integrated State Environmental Policy Act (SEPA) provisions and extensive community and stakeholder involvement. Details related to community and stakeholder engagement are described in the next section of this plan, while the general subarea plan development process is summarized below.

SUBAREA PLANNING PROCESS

The subarea planning process was completed during the timeframe from summer 2013 through fall of 2016 and included four distinct stages of work:

- **ENVISION**—The community-driven visioning process that established key objectives for the station subarea.
- **EXPLORE**—Development of options and alternatives that would achieve the vision and objectives.

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- **ANALYZE**—Formal analysis of a reasonable range of alternatives meeting the purpose and need of the planned action in the Draft and Final EISs.
- **ADOPT**—Adoption of the subarea plan/ordinances 750, 751, and 752.

Figures 1-2 and 1-3 illustrate the subarea planning process for the 145th Street SSP.

The "Envision" phase consisted of a series of Visioning events (during summer and fall 2013) and Design Workshops (in June 2014 and October 2014) where community members brainstormed and sketched ideas about qualities and elements they wanted to preserve and enhance in their neighborhoods over time. The June 2014 workshop series resulted in the development of the two action alternatives studied in the DEIS, Alternative 2—Compact Community, which looked at redevelopment in a more compact area around the light rail station, and Alternative 3—Connecting Corridors, which looked at redevelopment more spread out in the subarea and along the key corridors of 5th Avenue NE and N-NE 155th Street. Both alternatives also included the concept of a "Green Network" of trails, pedestrian, and bicycle facilities, along with green stormwater infrastructure, parks and open space, and other amenities in the subarea.

The FEIS later studied a fourth alternative, Alternative 4—Compact Community Hybrid, which retained many of the same characteristics of Alternative 3, but also with some aspects of Alternative 2. Alternative 4 also retained R-6 single family zoning around parks in the subarea and included the "Green Network" concept, but updated it to more closely resemble the Off Corridor Network of pedestrian and bicycle facilities proposed by the 145th Street Corridor Study.

All action alternatives studied included an emphasis on alternative modes of transportation, promoting neighborhood-serving businesses, and a greater variety of housing choices.

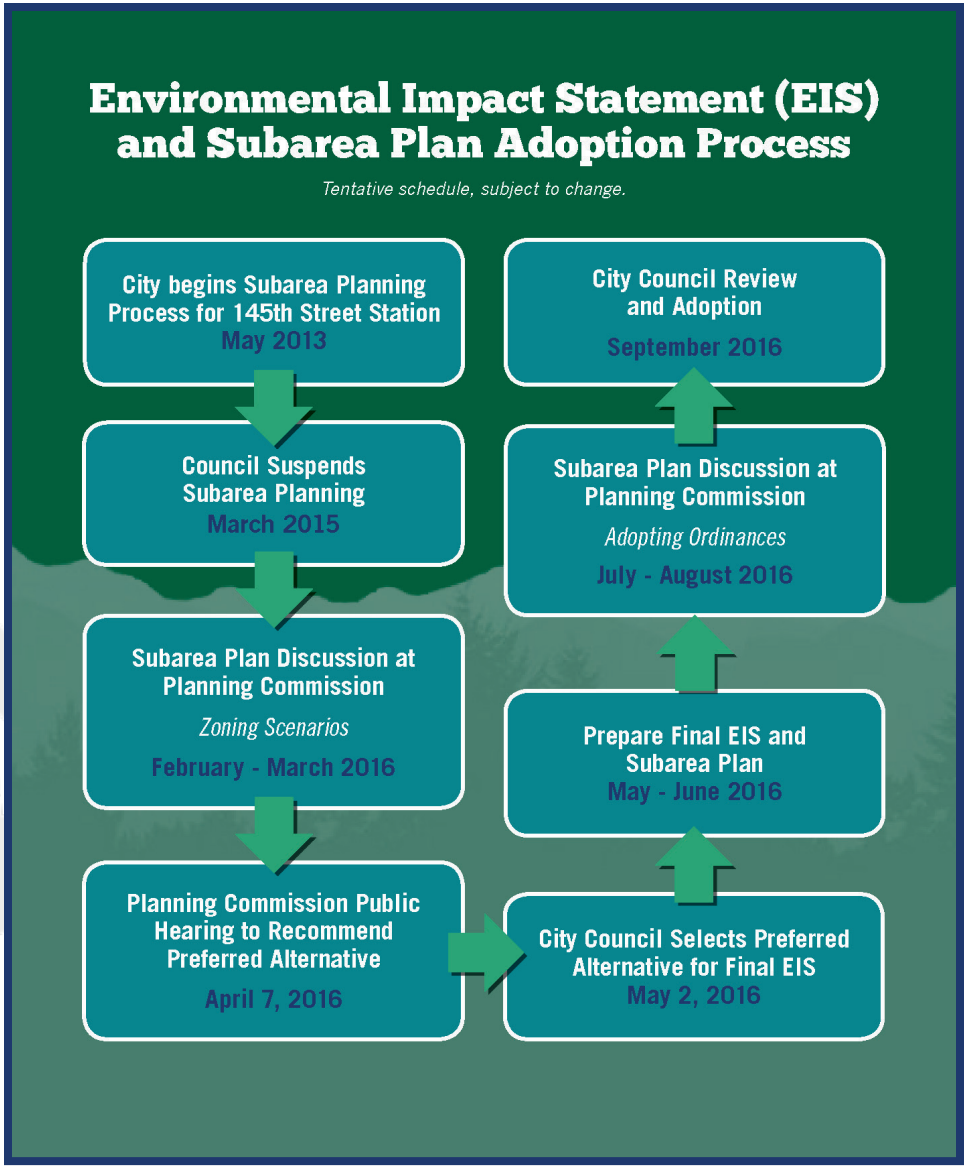

FIGURE 1-2: Environmental Impact Statement (EIS) and Subarea Plan Adoption Process

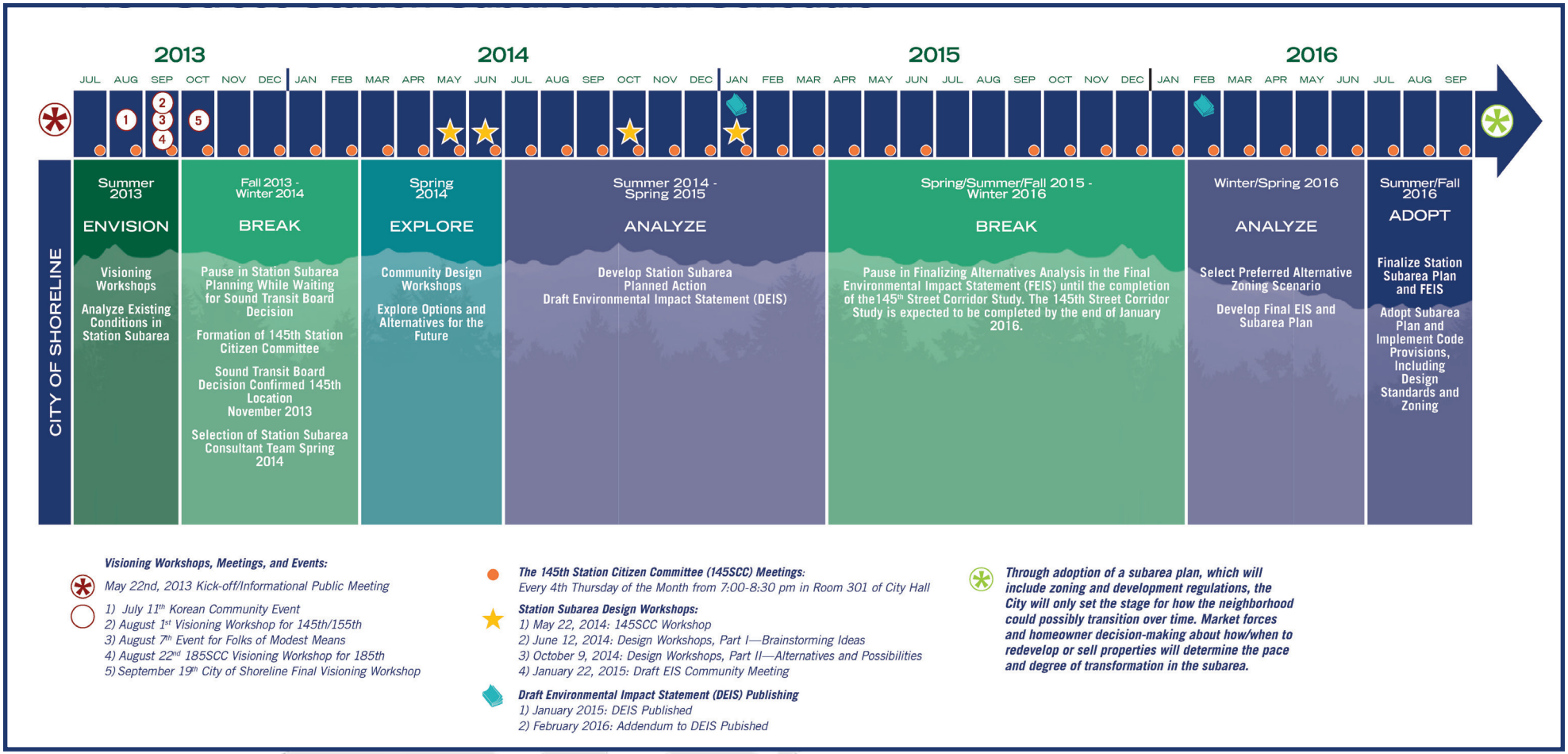

FIGURE 1-3: Planning Process and Schedule

PLANNED ACTION ORDINANCE

Consistent with the State Environmental Policy Act (SEPA) rules, the City is adopting a planned action ordinance to support implementation of the subarea plan. The planned action ordinance will streamline environmental review for development consistent with the subarea plan and supporting regulations. The basic steps in designating Planned Action projects are:

1. Prepare an environmental impact statement (EIS);
2. Designate the planned action improvement area by ordinance, where future projects would develop consistent with the EIS analysis; and
3. Review permit applications for future projects for consistency with the designated Planned Action (based on an environmental checklist prepared by project proponents to compare proposed improvements to the Planned Action analysis).

The intent is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage. The planned action designation by a jurisdiction reflects a decision that adequate environmental review has been completed and further environmental review under SEPA, for each specific development proposal or phase, will not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in a planned action ordinance. Although future proposals that qualify as planned actions would not be subject to additional SEPA review, they would be subject to application notification and permit process requirements.

The previous Draft and Final EISs completed for the subarea address Step 1 identified above by analyzing the potential environmental impacts related to alternatives and prescribing mitigation to address potential impacts. Step 2 is addressed through adoption of the 145th Street Subarea Planned Action Ordinance, which identifies the boundary for improvements and projects to support redevelopment. This boundary is shown in **Figure 1-4.**

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Subarea Policies

Proposed policies for the subarea are presented in Chapter 5 of this plan. These policies include specific objectives and actions that the City intends to pursue with adoption of the subarea plan, in addition to other adopted policies that are relevant to the station subarea.

Other Relevant Plans and Policies

The 145th Street SSP is consistent with and supports a wide array of federal, state, regional, and local plans and policies, including the Partnership for Sustainable Communities of the United States Housing and Urban Development, Department of Transportation, and Environmental Protection Agency; Washington State Growth Management Act, Puget Sound Region Vision 2040 and the Growing Transit Communities Partnership; Countywide (King County) Planning Policies; and the City of Shoreline Vision 2029, Comprehensive Plan, and other relevant City planning policies and development regulations. These are summarized and referenced below. Refer to the Chapter 2 of the FEIS for a full summary of applicable plans and policies.

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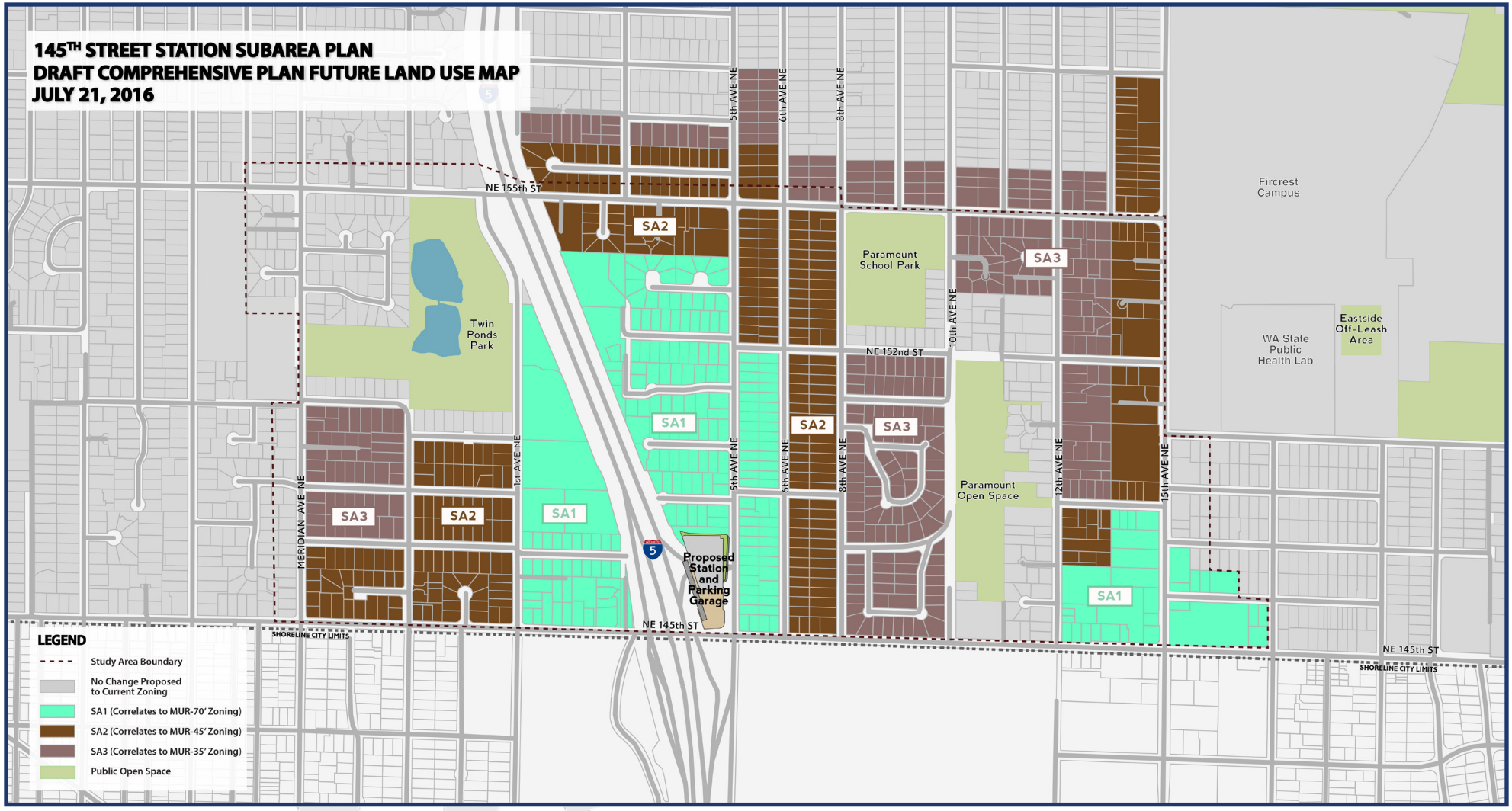

FIGURE 1-4: Planned Action Area

PARTNERSHIP FOR SUSTAINABLE COMMUNITIES

In 2009, the United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) formed an interagency partnership to coordinate investments and align policies to support communities that want to give Americans more housing choices, make transportation systems more efficient and reliable, reinforce existing investments, and support vibrant and healthy neighborhoods that attract businesses. Each agency is working to incorporate the principles into its funding programs, policies, and future legislative proposals.

This Partnership for Sustainable Communities marked a fundamental shift in the way the federal government structures its transportation, housing, and environmental spending, policies, and programs. The three agencies agreed to collaborate to help communities become economically strong and environmentally sustainable. The Partnership recognizes that rebuilding national prosperity today and for the long run starts with individual communities where—now and generations from now—all Americans can find good jobs, good homes, and a good life.

Coordinating federal investments in infrastructure, facilities, and services meets multiple economic, environmental, and community objectives with each dollar spent. For example, investing in public transit can lower transportation costs, reduce greenhouse gas emissions and other air pollution, decrease traffic congestion, encourage healthy walking and bicycling, and spur development of new homes and amenities around transit stations. The Partnership is guided by six Livability Principles in **Figure 1-5**.

WASHINGTON STATE GROWTH MANAGEMENT ACT

The Washington State Growth Management Act (GMA) identifies a comprehensive framework for managing growth and development within local jurisdictions. The City of Shoreline plans for its growth in accordance with the GMA, which means that its comprehensive plan establishes provisions and a capital improvement program with adequate capacity to support the City's share of projected regional growth, along with its own vision. Planned and financed infrastructure improvements are identified to support planned growth at a locally acceptable level of service. Development regulations are required to be consistent with and implement the comprehensive plan.

The GMA recognizes fourteen statutory goals that guide the development of comprehensive plans, and for a plan to be valid, it must be consistent with these:

1. Guide urban growth to areas where urban services can be adequately provided;
2. Reduce urban sprawl;
3. Encourage efficient multi-modal transportation systems;
4. Encourage the availability of affordable housing to all economic segments of the population;
5. Encourage economic development throughout the state;
6. Assure private property is not taken for public use without just compensation;
7. Encourage predictable and timely permit processing;
8. Maintain and enhance natural resource-based industries;
9. Encourage retention of open space and development of recreational opportunities;
10. Protect the environment and enhance the state's quality of life;
11. Encourage the participation of citizens in the planning process;
12. Ensure adequate public facilities and services necessary to support development;
13. Identify and preserve lands and sites of historic and archaeological significance; and
14. Manage shorelines of statewide significance.

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FIGURE 1-5: Partnership for Sustainable Communities Guiding Livability Principles

- **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- **Support existing communities.** Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- **Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

PUGET SOUND REGION VISION 2040 AND GROWING TRANSIT COMMUNITIES PARTNERSHIP

The proposed 145th Street SSP is consistent with the regional long-range plan, Vision 2040, as well as land use and transportation planning initiatives to support the region's investment in high-capacity transit, as described further below.

VISION 2040

Vision 2040 is an integrated, long-range vision for maintaining a healthy region and promoting the well-being of people and communities, economic vitality, and a healthy environment for the central Puget Sound region. It contains an environmental framework, a numeric regional growth strategy, policy sections guided by overarching goals, implementation actions, and measures to monitor progress.

The following overarching goals provide the framework for each of the six major policy sections of VISION 2040.

- **ENVIRONMENT**—The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.
- **DEVELOPMENT PATTERNS**—The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.
- **HOUSING**—The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.

- **ECONOMY**—The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
- **TRANSPORTATION**—The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.
- **PUBLIC SERVICES**—The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Vision 2040 includes multi-county policies to support each of these major policy sections. These policies serve as foundational guidance for the Countywide Planning Policies of King County and also for comprehensive planning and subarea planning in Shoreline.

GROWING TRANSIT COMMUNITIES PARTNERSHIP

In recognition of the $25 billion investment the central Puget Sound region is making a voter approved regional rapid transit, the Growing Transit Communities Partnership is designed to help make the most of this investment by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. The Partnership developed a comprehensive set of Corridor Action Strategies, as well as other tools to support development of jobs and housing in areas associated with transit investments. For more information visit: *http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/*

The Partnership also worked with the Center for Transit-Oriented Development to create a People + Place Typology for the region's 74 high-capacity transit station areas. The 145th Street station area in Shoreline was designated with the typology, "Protect and Grow," characterized as follows.

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow.

Key strategies for the "Protect and Grow" typology at the 145th Street Station subarea include:

- Provide development regulations and capital facilities investments that support market demand
- Leverage a full range of tools for new and preserved affordable housing
- Complete community needs assessments and targeted community investments
- Provide targeted small business support

COUNTYWIDE PLANNING POLICIES

As part of the comprehensive planning process, King County and its cities have developed countywide planning policies. These policies were designed to help the 39 cities and King County address growth management in a coordinated manner. The policies were adopted by King County Council, and subsequently ratified by cities, including the City of Shoreline, in 2013.

Taken together the Countywide Planning Policies address issues related to growth, economics, land use, and the environment. Specific objectives include:

- Implementation of Urban Growth Areas;
- Promotion of contiguous and orderly development;
- Siting of public capital facilities;
- Creating affordable housing plans and criteria; and
- Ensuring favorable employment and economic conditions in the County.

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May 2014 145SCC Workshop

The Countywide Planning Policies also set growth targets for cities, and as a precursor to these policies, the vision and framework for King County 2030 call for vibrant, diverse, and compact urban communities, stating that:

"Within the Urban Growth Area little undeveloped land now exists and urban infrastructure has been extended to fully serve the entire Urban Growth Area. Development activity is focused on redevelopment to create vibrant neighborhoods where residents can walk, bicycle or use public transit for most of their needs."

CITY OF SHORELINE VISION 2029

In fall 2008, the City of Shoreline began working with the community to create a vision for the next 20 years to help maintain Shoreline's quality of life. The process engaged hundreds of citizens and stakeholders through a series of "Community Conversations" hosted by neighborhood associations and community groups, as well as Town Hall meetings hosted by the City Council. The process generated over 2,500 comments, which the Planning Commission synthesized into a vision statement and eighteen framework goals for the city. These were subsequently adopted by the City Council in May 2009. The vision and framework goals are presented below.

VISION 2029

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here. There always seems to be plenty to do in Shoreline – going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing; award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; the value placed on arts, culture, and history; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The city works hard to ensure that there are opportunities to live, work, and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life – cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bioswales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.

Key aspects of *Vision 2029* relevant to the 145th Street SSP are summarized below.

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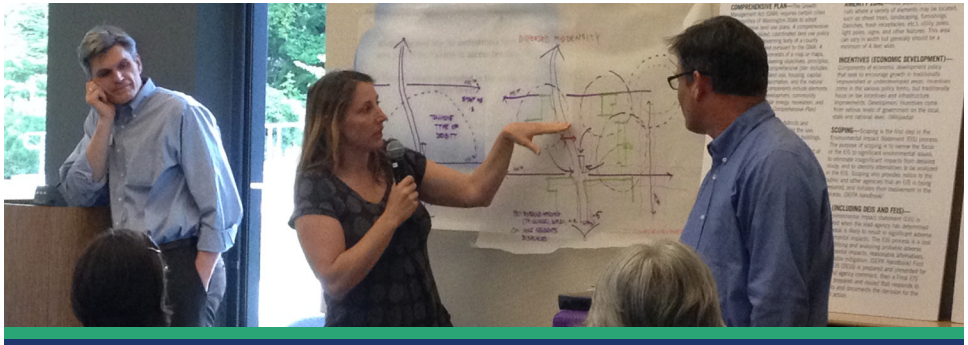
A CITY OF NEIGHBORHOODS—Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times and both blends well with established neighborhood character and sets new standards for sustainable building, energy efficiency, and environmental sensitivity. Residents can leave their car at home and walk or ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive, and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting, and satisfying on all levels.

NEIGHBORHOOD CENTERS—The city has several vibrant neighborhood "main streets" that feature a diverse array of shops, restaurants, and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce, and the City.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places—like parks, plazas, cafes, and wine bars—provide opportunities for neighbors to meet, mingle, and swap the latest news of the day. Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian, or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail, and other regional destinations.



Community Design Workshop #1, June 2014

You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.

A HEALTHY COMMUNITY—Shoreline resident and City leaders care deeply about a healthy community. The City's commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

Shoreline is a safe and progressive place to live. It is known regionwide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities and provide alternative treatment for non-violent and non-habitual offenders.

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Comprehensive Plan Definition of Transit-Oriented Communities (TOCs):

Shoreline's Comprehensive Plan defines transit-oriented communities as
"Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of 1/4 to 1/2 mile from a transit stop, as this is considered to be an appropriate scale for pedestrians."

BETTER FOR THE NEXT GENERATION—In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and City staff strive for efficiency, transparency, and consistency to ensure an effective and responsive City government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the City also values the many seniors who are a bridge to its shared history, and redevelopment has been designed to preserve our historic sites and character. As the population ages and changes over time, the City continues to expand and improve senior services, housing choices, community gardens, and other amenities that make Shoreline such a desirable place to live.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And, maybe most importantly, the people of Shoreline are committed to making the city even better for the next generation.

FRAMEWORK GOALS

The original framework goals for the City of Shoreline were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the city's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects.

CITY OF SHORELINE COMPREHENSIVE PLAN POLICIES

The City of Shoreline adopted its current Comprehensive Plan by Ordinance 649 on December 10, 2012. As required under GMA, the City's current Comprehensive Plan and corresponding regulations were prepared and adopted to guide future development and fulfill the City's responsibilities. The Comprehensive Plan contains all required elements and many optional elements, provides a foundation for how the community envisions its future, and sets forth strategies for achieving the desired vision. A comprehensive plan guides how the city will grow, identifies compatible land uses, a range of housing and employment choices, an efficient and functional transportation network, and adequate public facilities; and protects environmental and historic resources.

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SPECIFIC POLICIES RELATED TO LIGHT RAIL STATION AREAS

As part of its 2012 Comprehensive Plan update, the City of Shoreline adopted specific policies related to light rail station areas that provide a guiding foundation for the subarea plan.

LU23: Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.

LU24: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

LU25: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

LU26: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.

LU27: Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

LU28: Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU29: Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU30: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.

LU31: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.

LU32: Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

LU33: Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.

LU34: Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city's development needs and market demands are ready for change.

LU35: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.

LU36: Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.

LU37: Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).

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LU38: Identify the market and potential for redevelopment of public properties located in station and study areas.

LU39: Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.

LU40: Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.

LU41: Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.

LU42: Use the investment in light rail as a foundation for other community enhancements.

LU43: Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (e.g. Zipcar), bike-sharing, and walking and bicycle safety programs.

LU44: Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.

LU45: Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

LU46: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

Other Relevant City of Shoreline Plans

In addition to the City's Comprehensive Plan, the 145th Street SSP is consistent with several other adopted City of Shoreline plans, including:

- 185th Street Station Subarea Plan, March 2016
- Shoreline Climate Action Plan, September 2013
- Economic Development Strategic Plan, January 2012
- Transportation Master Plan, 2011, with amendments adopted in December 2012 and December 2013
- Parks, Recreation, and Open Space Master Plan, July 2011
- Surface Water Master Plan, December 2011
- Town Center Subarea Plan, July 2011
- Southeast Neighborhoods Subarea Plan, May 2010
- Shoreline Environmental Sustainability Strategy, July 2008
- Shoreline Comprehensive Housing Strategy, March 2008

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