ORIGINAL

ORDINANCE NO. 702

AN ORDINANCE OF THE CITY OF SHORELINE ADOPTING THE 185th STREET STATION SUBAREA PLAN AND AMENDING THE COMPREHENSIVE PLAN AND LAND USE MAP TO INCLUDE THE SUBAREA PLAN.

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the State of Washington, and planning pursuant to the Growth Management Act (GMA), Chapter 36.70A RCW; and

WHEREAS, the City has adopted a Comprehensive Plan under the GMA and, as provided in RCW 36.70A.080(2), is authorized to adopt a subarea plan as an optional planning element; and

WHEREAS, the City's Comprehensive Plan includes policies for the creation of a subarea plan for the 185th Street Station Subarea; and

WHEREAS, RCW 36.70A.130(2)(a)(i) exempts the initial adoption of a subarea plan from the GMA's limitation on comprehensive plan amendments to once per year; and

WHERAS, the City prepared the 185th Street Station Subarea Plan after an extensive public participation and review process for the Subarea Plan including open houses, community meetings, study sessions, and public meetings before the Planning Commission and the City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, on November 26, 2014, the City issued the 185th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS) which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan; and

WHEREAS, the Planning Commission, after required public notice, on January 15, 2015 held a public hearing on the 185th Street Station Subarea Plan, including changes to the City's Comprehensive Plan Land Use Map, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held study sessions for the 185th Street Station Subarea Plan, including changes to the City's Comprehensive Land Use Map, on February 9, 2015 and on February 23, 2015, reviewed the Planning Commission's recommendation and the entire public record presented to the City Council; and

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WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendments to City's Comprehensive Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. **Adoption of the 185th Street Subarea Plan.** The 185th Street Station Subarea Plan, filed with the City Clerk under Clerk's Receiving No. 7879, and attached hereto as **Exhibit A**, is adopted.

Section 2. **Amendment of the Comprehensive Plan and Land Use Map.** The City of Shoreline's Comprehensive Plan is amended to include the 185th Street Station Subarea Plan and the City's Comprehensive Plan Land Use Map is amended to include the land use designations set forth in the 185th Street Station Subarea Plan as shown on **Exhibit B** attached hereto.

Section 3. **Severability**. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

Section 4. **Effective Date of Publication.** A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON MARCH 16, 2015.

Shari Winstead
Mayor

ORIGINAL

ATTEST:

Jessica Simulcik Smith
City Clerk

APPROVED AS TO FORM:

Margaret King
City Attorney

Date of Publication: March 19, 2015
Effective Date: March 24, 2015

185TH STREET STATION SUBAREA PLAN

March 2015

CITY OF SHORELINE

Table of Contents

185th Street Station Subarea Plan

Chapter 1
INTRODUCTION

- Background 1-1
- Subarea Plan Organization 1-1
- Planning Context 1-2
- Purpose and Need for the Subarea Plan 1-4
- Planning and Adoption Process for the Subarea Plan and Planned Action Ordinance 1-4
- Backgound Policies that Support the Subarea Plan 1-8
- Other Relevant Plans and Policies 1-8

Chapter 2
COMMUNITY AND STAKEHOLDER ENGAGEMENT

- Overview of the Public and Stakeholder Involvement Plan 2-1
- Goals for Community Engagement 2-2
- Key Messages 2-2
- Participants in the Process 2-3
- Involvement Methods and Activities 2-6
- Outcomes of Community and Stakeholder Engagement - What We Heard 2-11

Chapter 3
EXISTING CONDITIONS AND POPULATION FORECASTS

- Station Subarea Geography 3-1
- Planned Sound Transit Light Rail Station Facilities 3-1
- Land Use Patterns in the Subarea 3-4
- Transportation Conditions 3-13
- Existing Population and Trends 3-27
- Existing and Planned Housing and Household Characteristics 3-30

Chapter 4
MARKET OUTLOOK AND ECONOMIC DEVELOPMENT POTENTIAL

- Summary of Key Findings of Subarea Market Assessment 4-1
- Background Analysis 4-3
- Supportable Station Area Development and Product Types 4-12
- The Potential Impact of Transit on Property Values and Property Taxes 4-14
- Conclusion 4-18

Chapter 5
LONG TERM VISION

- Community-Driven Visioning and Planning Process 5-1
- The Planned Action 5-2
- Vision Statement 5-4
- Zoning for the Station Subarea 5-4
- Phased Zoning 5-10
- Forecasted Population, Households, and Employment and Build-Out Timeframes 5-11
- Redevelopment Opportunities and Possibilities 5-12
- Framework Concept Plans for the Station Subarea ..... 5-16 through 5-31
- Conceptual Illustrations of Possible Redevelopment in the Subarea ..... 5-16 through 5-31

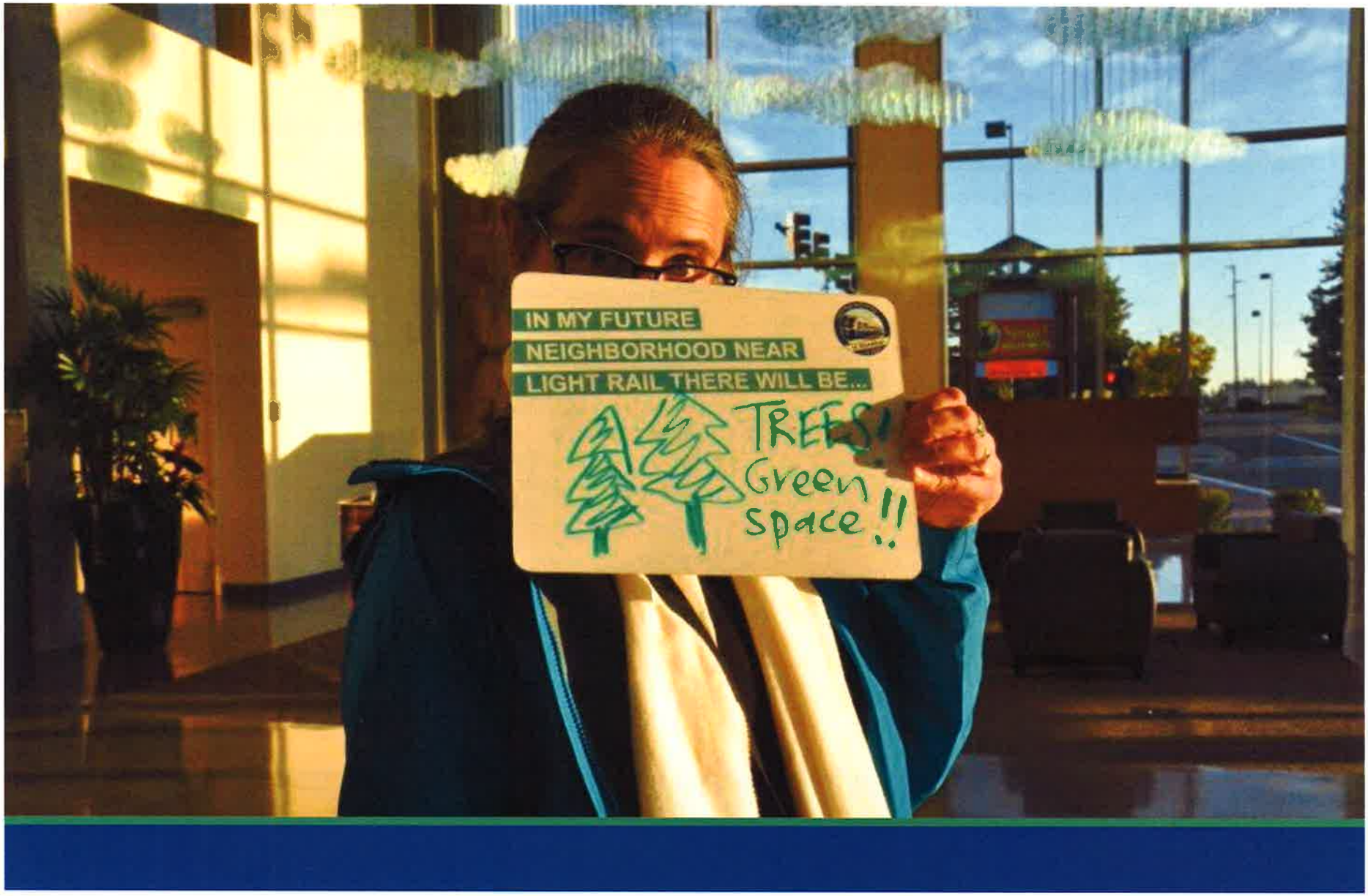
- Policies for the Station Subarea 5-32
- Proposed Updates to Development Code Provisions 5-36

Chapter 6
SUSTAINABILITY AND LIVABILITY BENEFITS OF THE SUBAREA PLAN

- Introduction to the Benefits of Implementing this Plan 6-1
- Supporting Adopted Federal, State, Regional, and Local Plans and Policies 6-4
- Environmental Benefits of Integrated Land Use and Transportation 6-6
- Enhanced Neighborhood Character 6-7
- Upgraded Infrastructure 6-7
- Economic Benefits and More Disposable Household Income 6-8
- Community Health and Livability 6-8
- Summary—The Triple Bottom Line 6-10

Chapter 7
INCREMENTAL IMPLEMENTATION STRATEGY

- Planning Horizon: Year 2035 7-1
- Anticipated Growth and Change over the Next Twenty Years 7-2
- Near Term Planning Actions 7-5
- Coordination and Outreach 7-5
- Exploring Potential Partnerships 7-6
- Capital Improvement Project Recommendations Based on Expected Growth through 2035 7-6
- Transportation System Improvement Needs 7-7
- Utility Systems Improvement Needs 7-16
- Parks, Recreation, Open Space, and Other Areas of the Public Realm 7-26
- Schools and Other Public Services Needs 7-29
- Recommended Action 7-33
- In Conclusion 7-34


IN MY FUTURE
NEIGHBORHOOD NEAR
LIGHT RAIL THERE WILL BE...
TREES!
Green
space!!

Introduction

1

185th Street Station Subarea Plan

The background behind development of the 185th Street Station Subarea Plan (SSP/subarea plan), including the organization, context, purpose, process, and foundational principles 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 185th and NE 145th Streets along Interstate 5 (I-5). The 185th Street Station Subarea Plan (SSP/subarea plan) was shaped by extensive public and stakeholder engagement as well as technical analysis completed in Draft and Final Environmental Impact Statements (DEIS/FEIS/EIS) published in 2014.

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 (LU20-LU43) 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.

Refer to Chapter 2 of the FEIS for adopted Countywide Planning Policies and City Comprehensive Plan policies relevant to the subarea plan.

The DEIS and FEIS studied a range of alternatives for future growth and change in the subarea. After extensive analysis and consideration of public and agency comments, the City may adopt a three-phased approach to zoning, similar to Alternative 4, for long term transformation of the subarea and the basis of this subarea plan. The first two phases would represent the Planned Action. The City is amending aspects of its Comprehensive Plan and the Shoreline Municipal Code, including the Development Code (Title 20) to facilitate implementation of the subarea plan and the supporting Planned Action Ordinance.

Subarea Plan Organization

The 185th 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 for the Station Subarea
6. Sustainability anc Livability Benefits of the Subarea Plan
7. Incremental Implementation Strategy

May 22nd, 2013 Community Meeting

Planning Context

Through a separate public process for the Lynnwood Link Extension, which included development of analyses, Sound Transit identified NE 185th Street on the east side of Interstate 5 (I-5), north of the overpass, 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 west side of I-5, also north of the 185th Street overpass. 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 185th 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 185th 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 Echo Lake, Meridian Park, and North City Neighborhoods of Shoreline and borders the north boundary of the Ridgecrest Neighborhood. N/NE 185th Street serves as a central west to east spine of the subarea from the Aurora Avenue N (State Route/SR 99) corridor at Shoreline's Town Center to the 15th Avenue NE corridor at the North City subarea. The 185th Street Station Subarea extends approximately one-half mile to the north and south of the 185th corridor.

Figure 1-1 illustrates the subarea planning boundaries and shows the location of the potential light rail station and park-and-ride structure.

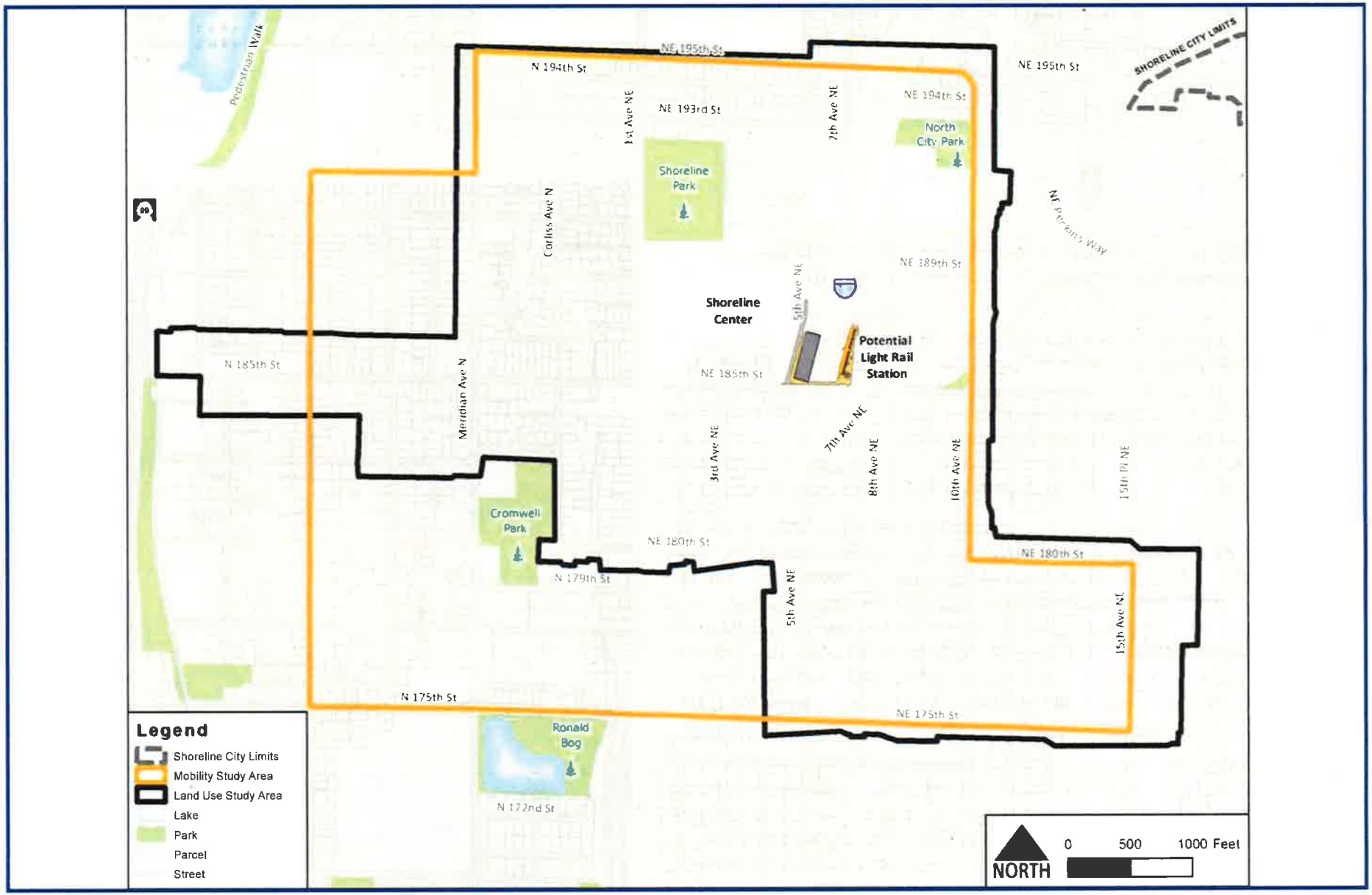


FIGURE 1-1: Subarea Planning Boundaries

Purpose and Need for the Subarea Plan

The City of Shoreline developed the 185th 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 traffic congestion and related air pollution

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

The 185th 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.

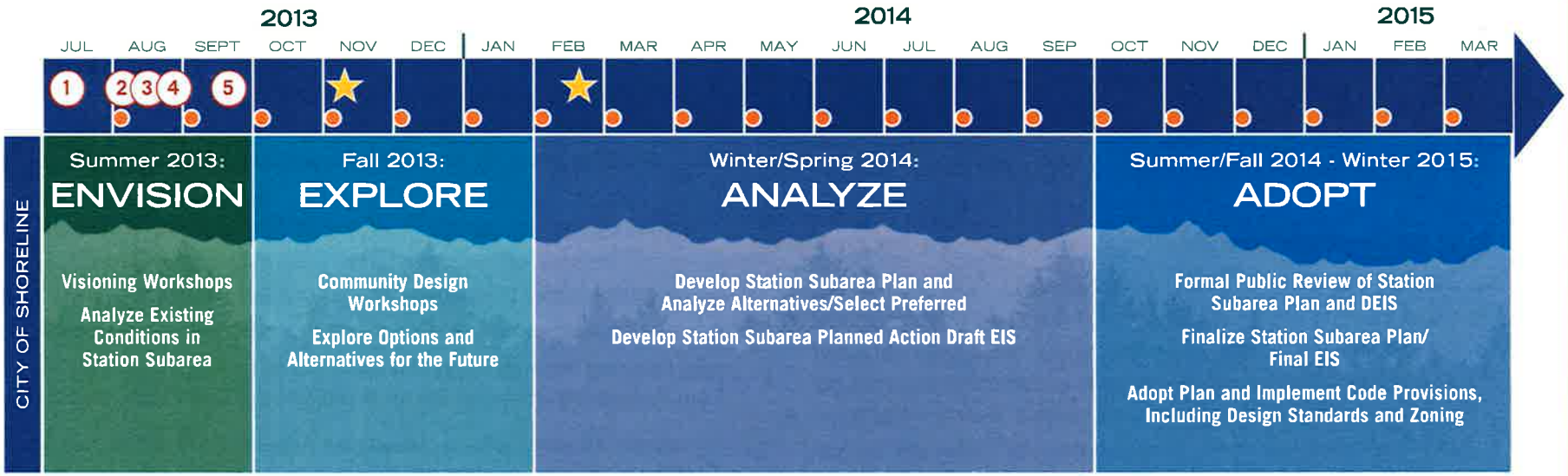
SUBAREA PLANNING PROCESS

The subarea planning process was completed during the timeframe from summer 2013 through early 2015 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.
- ANALYZE—Formal analysis of a reasonable range of alternatives meeting the purpose and need of the planned action, including a preferred alternative, in the DEIS and FEIS.
- ADOPT—Adoption of the planned action via this subarea plan and the Planned Action Ordinance No.707.

Figures 1-2 and 1-3 illustrate the subarea planning process for the 185th Street SSP.

The "Envision" phase consisted of a series of Visioning events (during summer and fall 2013) and Design Workshops (in November 2013 and February 2014) where community members brainstormed and sketched ideas about qualities and elements they wanted to preserve and enhance in their neighborhoods over time. This was the origin of the "signature boulevard" or "main street" design concept for the 185th Street/10th Avenue/180th Street Corridor, which was further refined through zoning designations and Development Code regulations later



185th SCC Meetings—1st Monday of Each Month, City Hall 7:00 to 8:30 pm

Station Subarea Public Meetings:
1) November 6, 2013: Strengths, Weaknesses, Opportunities, and Constraints
2) February 20, 2014: Alternatives Development
3) June 3, 2014: DEIS Public Meeting
4) July 10, 2014: DEIS Public Hearing (7:00PM - 9:00PM, City Council Chambers)

Visioning Workshops, Meetings, and Events:
1) July 11th, 2013 - Korean Community Event
2) August 1st, 2013 - Visioning Workshop for 145th/155th
3) August 7th, 2013 - Event for Folks of Modest Means
4) August 22nd, 2013 - 185SCC Visioning Workshop for 185th
5) September 19th, 2013 - City of Shoreline Final Visioning Workshop

FIGURE 1-2: Planning Process and Schedule

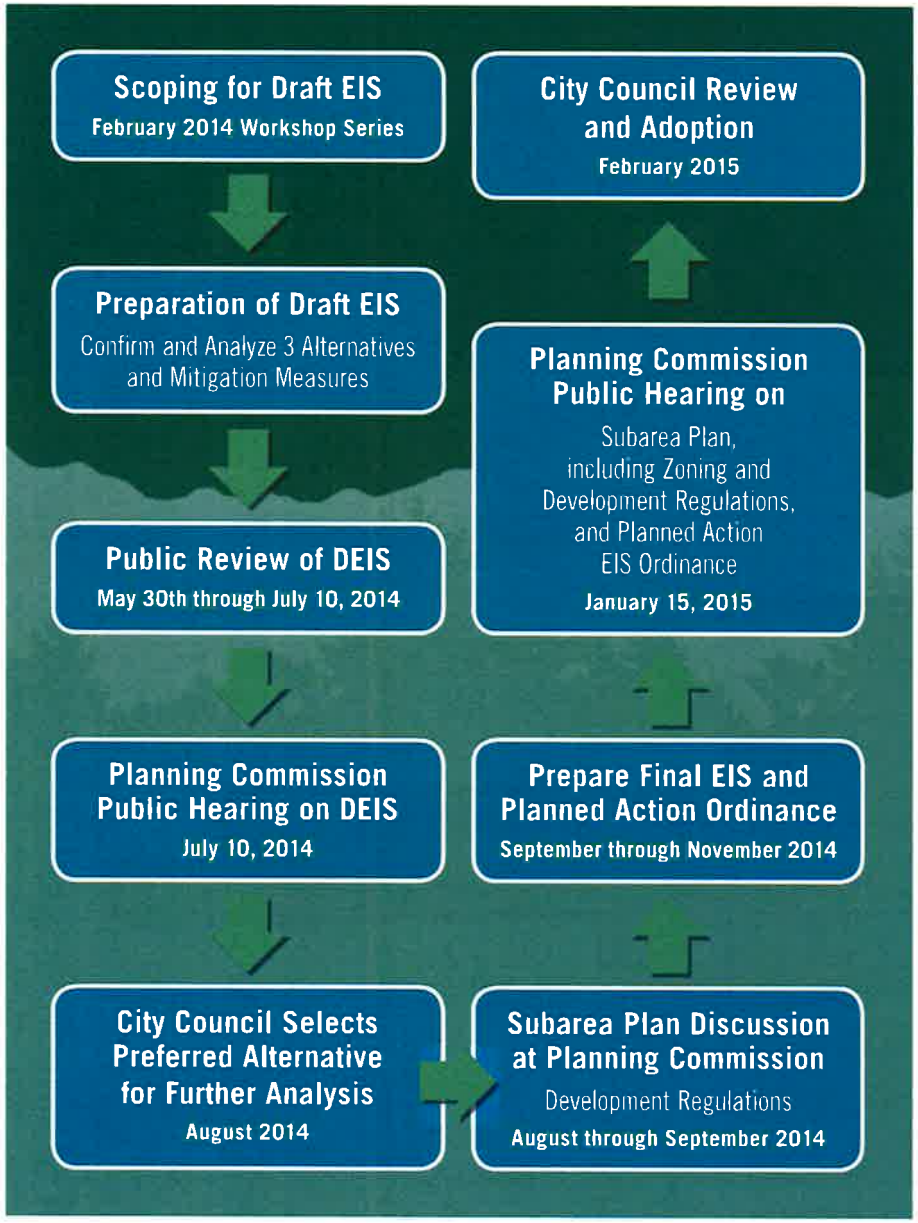


FIGURE 1-3: Environmental Impact Statement (EIS) and Subarea Plan Adoption Process

in the process. This design concept included an emphasis on alternative modes of transportation, promoting neighborhood-serving businesses, and a greater variety of housing choices.

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 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 will not be necessary, if it is determined that each proposal 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 DEIS and FEIS 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 185th Street Subarea Planned Action Ordinance, which identifies the boundary for improvements and projects to support redevelopment. This boundary is shown in **Figure 1-4**.

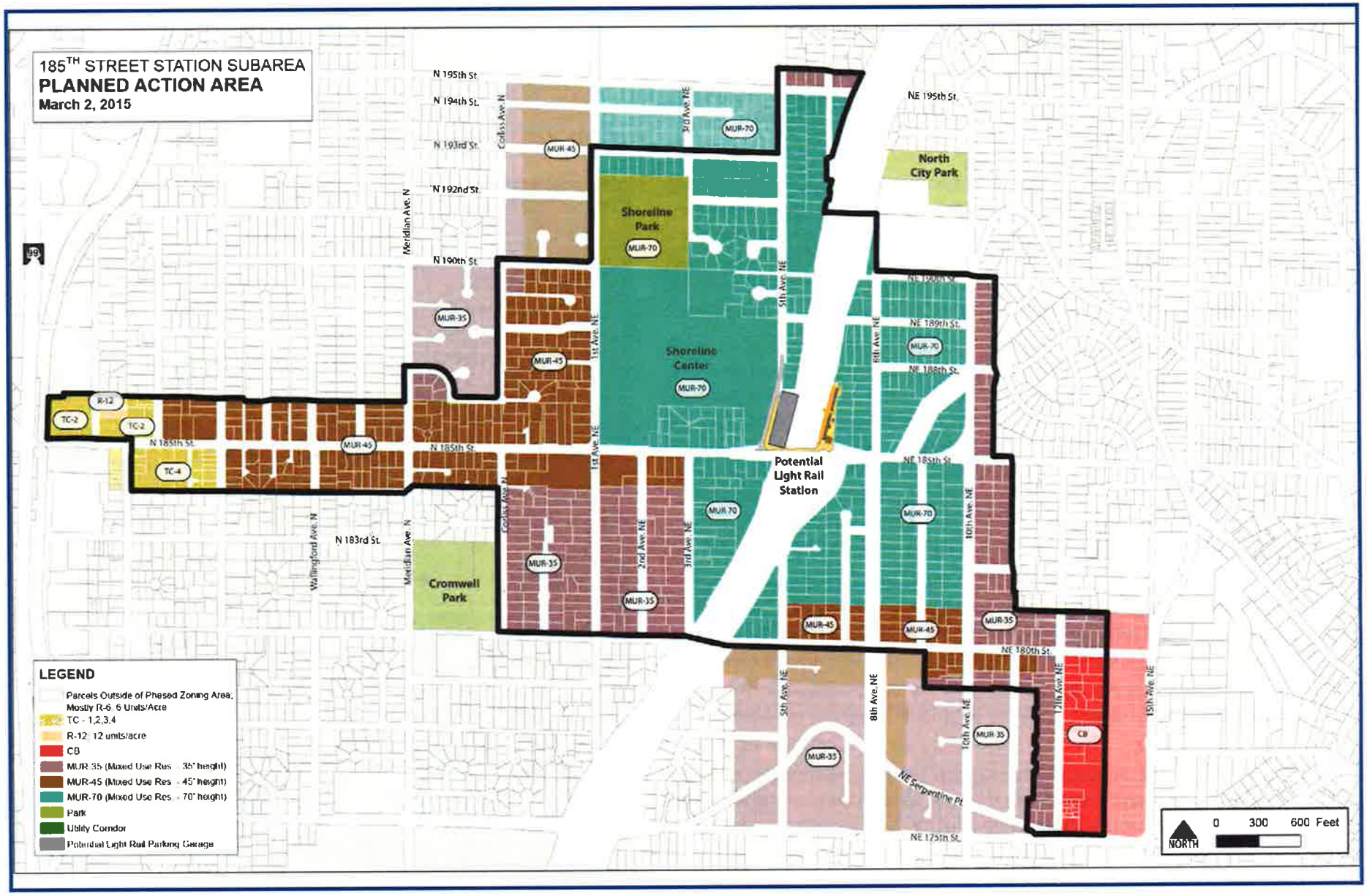


FIGURE 1-4: Planned Action Area

Background Policies that Support the Subarea Plan

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 185th 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 Chapter 2 of the FEIS for the full list of Countywide and City policies consistent with this subarea plan.

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.

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.

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.

PUGET SOUND REGION VISION 2040 AND GROWING TRANSIT COMMUNITIES PARTNERSHIP

The proposed 185th 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 185th Street station area in Shoreline was designated with the typology, "Build Urban Places," characterized as follows.

"Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the middles sections of the North and South corridors respectively. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD."

Key strategies for the "Build Urban Places" typology that the 185th Street SSP implements include:

- Intensify activity with transformative plans for infill and redevelopment.
- Identify and fund catalytic capital facilities investments.
- Provide a full range of tools for new affordable housing production.
- Conduct a community needs assessment and make targeted investments.

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.

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 City synthesized into a vision statement and eighteen framework goals. 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 185th Street SSP are summarized below.

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.

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 residents, City government and 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 region wide 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.

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.

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."

FRAMEWORK GOALS

The original framework goals for the city 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. Refer to the Appendix for a list of these goals.

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.

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.

LU20: 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.

LU21: 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.

LU22: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

LU23: 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.

LU24: 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.

LU25: 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.

LU26: 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.

LU27: 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.

LU28: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.

LU29: 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.

LU30: 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.

LU31: 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.

LU32: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.

LU33: 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.

LU34: Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).

LU35: Identify the market and potential for redevelopment of public properties located in station and study areas.

LU36: Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.

LU37: Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.

LU38: 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.

Bicyclist using pedestrian bridge to cross over

LU39: Use the investment in light rail as a foundation for other community enhancements.

LU40: 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.

LU41: 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.

LU42: 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.

LU43: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

Public & Stakeholder Meeting, August 2013

Other Relevant City of Shoreline Plans

In addition to the City's Comprehensive Plan, the 185th Street SSP is consistent with several other adopted City of Shoreline plans, including:

- Shoreline Climate Action Plan, September 2013
- Economic Development Strategic Plan, 2012-2017
- Transportation Master Plan, 2011, with amendments adopted in December 2012 and December 2013
- Parks, Recreation, and Open Space Master Plan, July 25, 2011
- Surface Water Master Plan, December 2011
- Town Center Subarea Plan, July 25, 2011
- Shoreline Environmental Sustainability Strategy, July 14, 2008
- North City Subarea Plan, July 2001

Community and Stakeholder Engagement

2

185th Street Station Subarea Plan

Public involvement has been important and integral to the development of the 185th Street Station Subarea Plan (SSP/subarea plan). The Shoreline community and stakeholders have been engaged throughout the planning process, especially the 185th Street Station Citizen Committee (185SCC), which formed prior to the City initiating a formal subarea planning process, and is open to anyone in the community. Development around the new light rail station has the potential to provide Shoreline citizens greater access to the region's transit system and create a vibrant, equitable transit-oriented community. To that end, the City has fostered an interactive process to engage stakeholders and the community in shaping potential alternatives for the station subarea. The process has also worked to build public support for a long term approach to growth and change in the subarea.

Overview of the Public and Stakeholder Involvement Plan

At the outset of the planning process, the City developed a Public and Stakeholder Involvement Plan to provide a framework for engaging the Shoreline community and key stakeholders in developing the subarea plan. A primary objective of the plan has been to engage the community in meaningful ways throughout the duration of an open and transparent planning process.

The Public and Stakeholder Involvement Plan contains key messages, a discussion of the proposed planning and involvement process and timeline, a summary of participants in the process, a description of methods for involvement, and suggestions for monitoring success of the plan on an ongoing basis. The plan also integrates the ongoing related activities of other groups and entities focused on station subarea visioning and regional transit-oriented development.

Korean Community Meeting

Goals for Community Engagement

Overarching goals for community engagement during the planning process have included the following.

- Provide hands-on, interactive methods for community involvement that enable citizens and other stakeholders to help shape the station subarea plan.
- Provide opportunities and venues for input and comment throughout the duration of the planning process.
- Involve and engage the full diversity of community interests, including those in the immediate station subarea, as well as the broader community, and current residents as well as those who may live here in the future.
- Build community awareness about the coming of light rail service, the potential for change in land use around the station areas, and how this change may occur incrementally over time.
- Reach out to regional interests and other communities to learn about their efforts related to promoting and building transit-oriented communities.

Key Messages

Key messages conveyed to participants throughout the planning process and via a variety of communications and supporting materials have included the following.

- Change is coming to the light rail station subareas, and this is the community's chance to get involved and to help shape that change.
- Change in the station subareas will happen slowly and incrementally. While the light rail station and related improvements are scheduled to be completed by 2023, redevelopment in the station subareas will happen by gradually, over decades.
- The community will be engaged in helping to define a vision and plan for change in the station areas that explores different timeframes, including the near term, the next twenty years, and beyond twenty years.
- Developing a strong vision and plan for the station subareas will achieve benefits at global, regional, community, and neighborhood levels, as shown on the next page in **Figure 2-1**.

Participants in the Process

The City has involved the overall community as well as key property owners, neighborhood and community groups, regional interests, and others in station subarea planning. City staff members have led public and stakeholder involvement activities for the station subarea planning process with coordination and facilitation support from consultants. A brief summary of participants in the station subarea planning process follows.

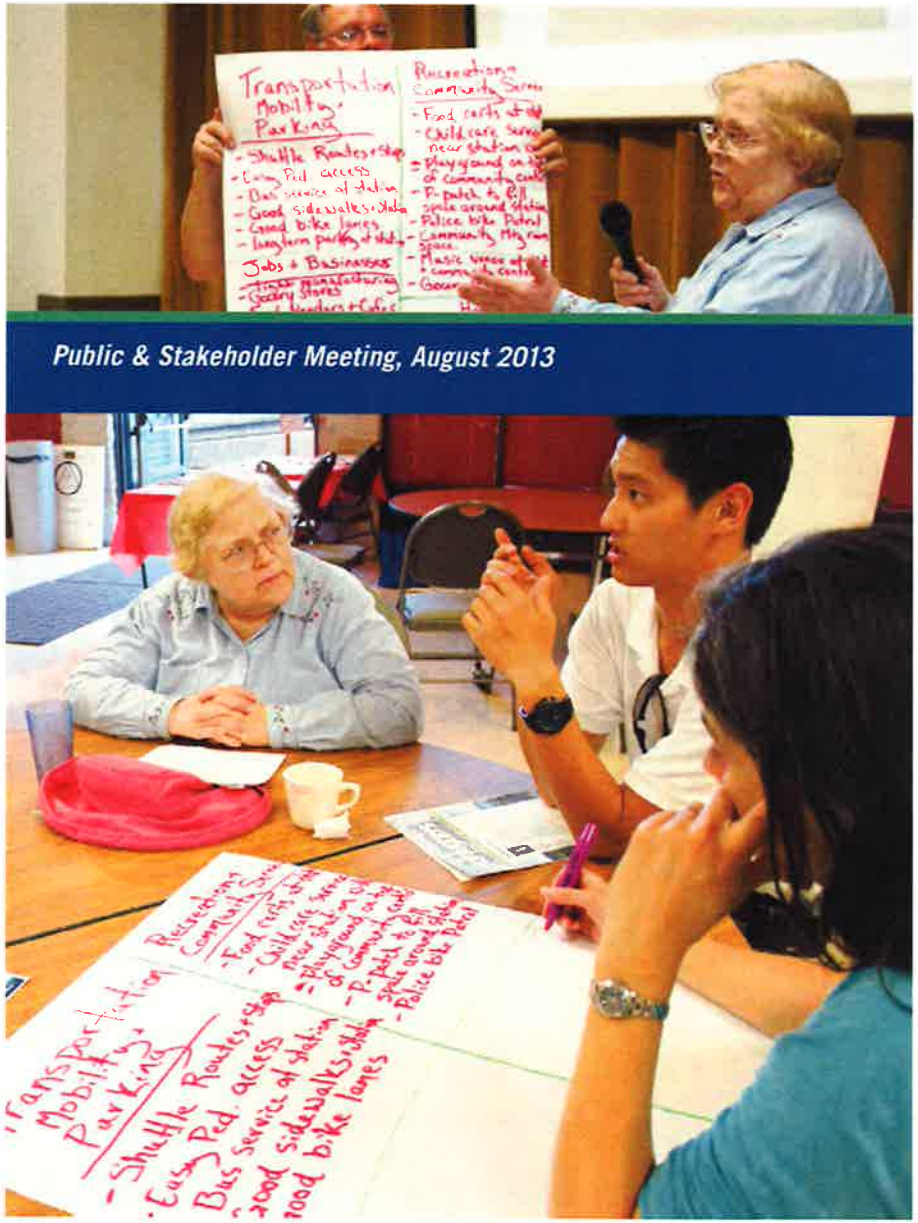
OVERALL COMMUNITY

The entire Shoreline community has been invited to participate in station subarea planning efforts via targeted mailings, Currents articles, web pages, email distribution lists, and other City notification systems.

Overall community demographics were considered in the process, including the following information from the Shoreline Comprehensive Plan and other sources.

- Shoreline's 2013 population was estimated to be 54,790.
- The population has remained relatively stable, with an increase of only 245 between the 2010 census and the 2012 estimate.
- While the population has remained steady,demographics have been changing, including two noticeable trends:
  - Greater diversity in the community—the white population of Shoreline declined by 8 percent between 2000 and 2010.
  - Aging of the general population—the median age of residents increased from 39 in 2000 to 42 in 2010
- Foreign born residents of Shoreline increased from 17 percent of the population in 2000 to 19 percent in 2010 (American Community Survey and US Census data).
- The largest minority population is Asian-American, composed of several subgroups, which collectively make up 15 percent of the population.

FIGURE 2-1: The Benefits of Transit-Oriented Development



Public & Stakeholder Meeting, August 2013

- The African-American population increased by 45 percent between 2000 and 2010, the highest increase of any population, followed by a 15 percent increase by people of two or more races.
- Hispanic people may be of any race, and this demographic increased by 41 percent between 2000 and 2010.
- "Baby boomers," those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percentage of people 65 and older among King County cities. The aging population of the community is an important consideration when coupled with the fact that many older adults heavily rely on transit for transportation.
- Among older adults, the fastest growing segment is people 85 and older, up 1/3 from 2000.
- An estimated 73 percent of dwelling units in Shoreline are single family homes; 27 percent are multi-family units.
- The median value of owner-occupied housing in Shoreline was $205,300 in 1999 and at the time of the Comprehensive Plan update in 2012, it was estimated at $372,200 (2008-2010 American Community Survey). The estimated median monthly rent for 2012 was $982.

NEIGHBORHOOD INTERESTS

Neighborhood interests include neighborhood organizations and local groups with an interest in the station subarea planning process. There are three levels of neighborhood interests:

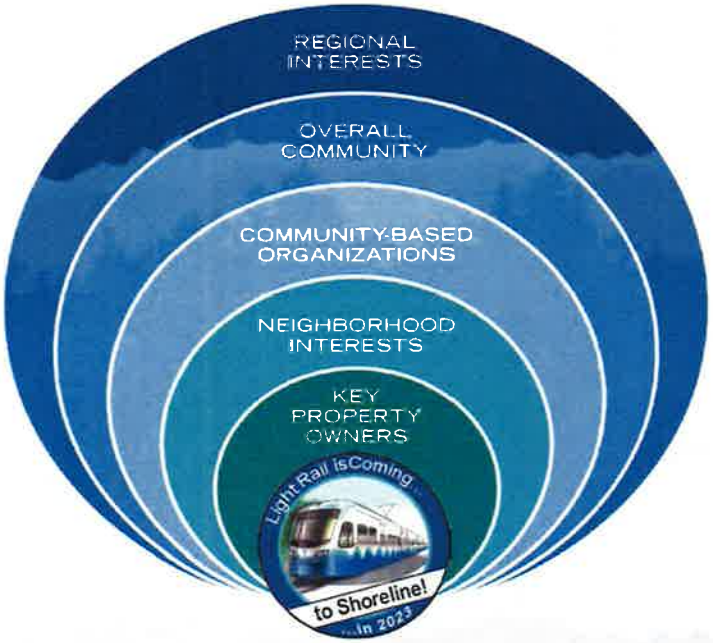
1. NEIGHBORHOODS THAT ARE PART OF THE DESIGNATED SUBAREAS OF EACH LIGHT RAIL STATION—these neighborhoods potentially will experience the most change in the coming decades as land uses around the light rail station transform.
2. NEIGHBORHOODS ADJACENT TO OR NEARBY THE SUBAREAS—residents of these neighborhoods will benefit from improved transit accessibility, but will be less impacted by the other aspects of redevelopment.

3. OTHER NEIGHBORHOODS THROUGHOUT THE CITY—these neighborhoods typically would not experience land use change related to light rail implementation, but there may be some transportation changes that would help residents get to and from the stations, such as improved bicycling routes, enhanced local bus service, park and ride, etc.

Neighborhoods that are part of designated subareas of each light rail station include the following.

- 185th station area neighborhoods:
  - North City
  - Echo Lake
  - Meridian Park

The 185th Station Citizens Committee (185SCC) is a specific group formed for the subarea planning process. 185SCC has been meeting on a monthly basis and has served as a sounding board for ideas developed for the subarea.



- 185th station area adjacent neighborhoods:
  - Ridgecrest
  - Ballinger

Neighborhoods throughout the rest of Shoreline include the following.

  - The Highlands
  - Highland Terrace
  - Richmond Highlands
  - Hillwood
  - Richmond Beach
  - Innis Arden

While these neighborhoods will not be directly affected by the proposed land uses and redevelopment recommendations in the subarea plan, residents from these areas likely will use light rail transit and may access the station and station subarea on a periodic or regular basis.

COMMUNITY-BASED ORGANIZATIONS

In addition to neighborhood interests, several community-based organizations exist in Shoreline, such as:

- Local organizations: Solar Shoreline, Diggin' Shoreline, and the Shoreline Farmers Market
- Surrounding Cities' Neighborhoods: North Seattle, South Edmonds, Town of Woodway, South Mountlake Terrace, West Lake Forest Park
- Shoreline Chamber of Commerce
- Others that may form or become active as time goes on

REGIONAL INTERESTS AND STAKEHOLDERS

Other agencies and organizations across the Puget Sound Region are committing resources to planning transit-oriented communities and promoting balanced land use and transportation solutions, or may have other interests in the station subarea planning process. These include:

Design Dialogue Workshop #1

- Puget Sound Regional Council/Growing Transit Communities Partnership
- Leadership and staff from neighboring cities, such as Lake Forest Park, Lynnwood, Snohomish County cities, and others
- Senior Services
- SeaShore Transportation Forum (Regional Coalition)
- Cascade Bicycle Club
- Futurewise (Local Chapter)
- Sierra Club (Local Chapter)
- 350.org (Local Chapter)
- Forterra
- Native American Tribes (Tulalip, Muckleshoot)

The subarea planning process has engaged a broad spectrum of interests and stakeholders—including the general community of Shoreline, as well as neighborhood groups, community-based organizations, regional interests, and key property owners.

KEY PROPERTY OWNERS

In addition to the regional interests and stakeholders listed above, the City of Shoreline has worked closely with key property owners during the station area planning process:

- Sound Transit—Constructing the light rail system and station improvements, including parking
- Shoreline School District—Public property owner in the 185th Station subarea
- Seattle City Light—Public property owner in the 185th Station subarea
- Shoreline Parks, Recreation, and Cultural Services—Public property owner in the 185th Station subarea
- All City departments
- Public utility and service providers serving the station subarea (including Ronald Wastewater, North City Water District, and Seattle Public Utilities)
- Private property owners in the station subarea

Involvement Methods and Activities

In order to facilitate integral public and stakeholder engagement for the 185th Street Station Subarea Plan, the City of Shoreline has provided opportunities throughout the subarea planning and environmental review process, summarized below.

- CITY WEBSITE POSTINGS/PROJECT WEBPAGES. The City has posted information on its website and created project webpages for the subarea plan and Environmental Impact Statements (Draft and Final), accessible via: *www.shorelinewa.gov/lightrail*. The information on the webpages has been frequently updated during the planning process. Posted information has provided background information on the subarea plan and environmental impact statements, described the schedule, and provided links to relevant documents as they were released for public review. Contact information for City staff also has been provided to allow the public to submit comments or ask questions about the subarea plan and EISs. Information related to the Planned Action Ordinance and FEIS also is available on a subpage of: *www.shorelinewa.gov/185FEIS*.

- COMMUNITY WORKSHOPS/PUBLIC MEETINGS. The City has hosted multiple community workshops and public meetings during the Vision, Explore, & Analyze stages of work. Visioning workshops were held in the summer and fall of 2013 to gather public comments and ideas on the vision for the station subarea.

  A community design workshop series and various stakeholder sessions were held in October and November 2013, including a community workshop open to the public in November 6, 2013. The focus of these workshop sessions was review of opportunities and challenges in the station subarea and exploring possible ideas for how change and transition could be managed. The City and OTAK engaged attendees in a planning exercise to graphically illustrate potential options for organization of land uses in the subarea. One of the key outcomes of these workshop sessions was the community's suggestion to focus redevelopment along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor between Aurora Avenue N and North City.

  A second community design workshop was held on February 20, 2014 (during the environmental scoping period). Representatives from the City also met with several stakeholder groups, interested agencies, and organizations in February and March 2014. This workshop focused on presenting a preliminary range of alternatives to be studied in the DEIS and gathering public input and comments on these.

  The workshops were effective in engaging diverse interests as well as the overall community. Separate meetings were held with the 185SCC group, as well as representatives from Shoreline School District, Sound Transit, Seattle City Light, and various community interest groups. Participants were able to provide input on a variety of topics. The design workshops provided the opportunity for hands-on development of alternatives using design-in-public techniques. This approach involved members of the station subarea planning team meeting with individuals and groups to present ideas and illustrate possible solutions through sketch-up and visualization graphics. A general public meeting also was held as part of the series. Community meetings were noticed on the project website, press releases and mailings. Invitations to individual stakeholder meetings were delivered via email distribution lists.

Public & Stakeholder Meeting, August 2013

- SPECIAL BRIEFINGS, PRESENTATIONS, AND DISPLAYS. City staff and members of the project team gave special briefings and presentations and provided information at meetings of various groups and special events in the community during the planning process. This included having project information on hand at venues such as the Farmers Market, Celebrate Shoreline, and other events. Display materials identified the subarea planning boundaries, alternatives under analysis, project timelines, and other information. Displays (both online and real-time) also promoted "walkshops". Activities included inviting participants at various workshops and events to submit ideas via a photo journal (ideas written on white boards, held up by the submitters, and photographed).

- WALKSHOPS/WALKING TOUR MAPS. Tour maps were developed for the subarea and posted online as well as in hard-copy form on signs out in the neighborhood. City staff also hosted tours during the

summers of 2013 and 2014. Participants could walk, bicycle, drive, or take a virtual tour of the routes in the map and were prompted to consider potential ideas for redevelopment and improvements needed along the way. The maps illustrate existing conditions, with photos of existing streets and sites in the station areas.

- VISUALIZATION GRAPHICS. The project team developed visualization graphics using sketch-up models and perspective illustrations to show the public what various station subarea planning alternatives might look like, if implemented. Viewers were able to look at the sketch models multiple perspectives and get a sense of possibilities for how the station area might change over time.

- DEIS SCOPING COMMENT PERIOD. The station subarea planning process complied with the Washington State Environmental Policy Act (SEPA) for development of a Planned Action DEIS. Specific public engagement methods were provided to support the Planned Action EIS, including SEPA scoping to present potential alternatives and environmental elements to be studied. Public and agency comments were solicited in a 21-day scoping period from January 16, 2014 to March 6, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the DEIS and offer written suggestions. In addition, the City documented comments received from the public in the February 20, 2014 meeting related to scoping and answered questions about the subarea plan and DEIS.

  Based on public and stakeholder input received, analysis of public services (including police, fire, and school services) was added to the scope of the DEIS. Surface water runoff and management also was added, as part of the Utilities section, along with habitat and vegetation considerations (see Parks, Recreation, and Open Space section).

- DEIS COMMENT PERIOD AND PUBLIC MEETING. The DEIS was released for public review on June 9, 2014, initiating a comment period through July 10, 2014. The general public, as well as public agencies and stakeholders, were invited to submit comments on the alternatives, as well as on identified environmental impacts and mitigation measures. A public meeting was held on June 3, 2014 to introduce components of the DEIS, including potential impacts and mitigation measures, prior to release of the full document. This Final Environmental Impact Statement (FEIS) provides responses to comments received on the analysis in the DEIS.

- POST DEIS AND FEIS PLANNING COMMISSION AND CITY COUNCIL MEETINGS. Several meetings have been held by Planning Commission and City Council, which were open to the public. Meetings in July and August 2014 focused on discussion of a preferred alternative to be studied in the FEIS. Discussion about development regulations and related updates to the Development Code to support implementation of the subarea plan occurred in Planning Commission meetings from August through November 2014.
  - July 10, 2014 Planning Commission public hearing on the DEIS and recommendation of preferred alternative to be studied in the FEIS
  - August 7, 2014 Planning Commission meeting about potential Development Code regulations
  - August 11, 2014 City Council meeting about selecting a Preferred Alternative zoning scenario
  - August 25, 2014 City Council meeting about selecting a Preferred Alternative zoning scenario
  - September 4, 2014 Planning Commission meeting about potential Development Code regulations
  - September 18, 2014 Planning Commission meeting about potential Development Code regulations
  - September 29, 2014 Joint Planning Commission and City Council meeting about the potential to phase zoning
  - October 2, 2015 Planning Commission meeting about

potential Development Code regulations

- October 16, 2014 Planning Commission meeting about potential Development Code regulations
- November 6, 2014 Planning Commission meeting about potential Development Code regulations
- November 20, 2014 Planning Commission meeting focused on an introduction to the FEIS
- December 4, 2014 Planning Commission meeting about subarea plan and Planned Action Ordinance
- December 18, 2014 Planning Commission meeting about any unfinished items
- January 15, 2015 Public Hearing on full Subarea Plan package, including Development Regulations and Zoning
- February 9 & 23, 2015 City Council meetings on full 185th Street Subarea Plan package
- March 23, 2015 City Council meeting—Adoption of 185th Street Subarea Plan

Planning Commission and City Council meeting materials, including packets, minutes or summaries, and other information is available on the following web pages by meeting date.

PLANNING COMMISSION: *http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast*

CITY COUNCIL: *http://www.shorelinewa.gov/government/shoreline-city-council/live-and-video-council-meetings*

FLYERS, INFORMATION SHEETS ("101s"), RESPONSES TO FREQUENTLY ASKED QUESTIONS AND OTHER OUTREACH MATERIALS

A variety of public information sheets and outreach materials have been developed during the station subarea planning process to broaden awareness and educate the public about key aspects related to creating transit-oriented communities.

The City developed a Frequently Asked Questions (FAQs) sheet, (available at: *www.shorelinewa.gov/lightrail*). Information sheets about affordable housing and property values and taxes also were made available at various meetings and workshops. The City also prepared press releases and articles for Currents (the City's newspaper) and developed and distributed postcards, flyers, and other materials to announce public meetings and workshops and guide people to online information. Comment forms, digital media presentations, and City staff from various departments were available at public meetings.

INVOLVEMENT ACTIVITIES BY PARTNER ORGANIZATIONS

In addition to the City's efforts, several other entities are engaging the public and stakeholders as part of their efforts.

- SOUND TRANSIT has its own process for public involvement, but is coordinating with City staff and City Council. Sound Transit's Board will be releasing its Final Environmental Impact Statement for the Lynnwood Link Extension project in 2015. For more information, visit: *http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension*
- THE 185TH STATION CITIZENS COMMITTEE (185SCC) involves residents of Meridian Park, Echo Lake, and North City neighborhoods, as well as others who are working on creating the vision for the future of their neighborhoods with light rail. Anyone is welcome to attend their monthly meetings. For more information visit: *http://be.futurewise.org/content_item/shoreline185-aboutus*
- SENIOR SERVICES, a regional organization involved in advocacy for community development that supports seniors' needs and seeks to engage underrepresented groups. Senior Services hosted two visioning events: the July 11th, 2013 public meeting involving

Public & Stakeholder Meeting, August 2013

Shoreline's Korean community and the August 7th, 2013 event that focused on engaging folks of modest means.

For a video of the Korean community meeting, visit: *http://www.youtube.com/watch?v=IWBw3psGB1s#t=11*

For a video of the meeting with folks of modest means, visit: *http://www.youtube.com/watch?v=mYpNSNalylA*

- FUTUREWISE, a statewide public interest group working to promote healthy communities and cities, supported visioning activities in summer 2013 and provided outreach to the public related to the benefits of implementing transit oriented communities.

  Senior Services and Futurewise received grant funding from the Equity Network through the Growing Transit Communities Partnership administered by Puget Sound Regional Council.

Outcomes of Community and Stakeholder Engagement—What We Heard

Extensive comments and input gathered during the subarea planning process helped to shape the plan. Workshop participants shared their ideas related to future opportunities in the subarea, as well as for strengthening neighborhood identity, improving multi-modal access to transit, and providing a range of housing choices attractively designed to fit the neighborhood.

Several common themes emerged from the discussions in workshop sessions, meetings with 185SCC, and interactions with various interest groups and stakeholders. Although overall a diverse spectrum of comments were offered by workshop participants, the common themes summarized below were mentioned multiple times and represented areas of alignment among different groups.

- EAST-WEST CONNECTIONS—185th Street as a new "Main Street" in the Subarea—Workshop participants stated that while there are several strong north-south connections in Shoreline, east-west connections are lacking. With the new potential light rail station, there is an opportunity for 185th Street to become an enhanced multi-modal corridor and connecting route for pedestrians, bicyclists, buses, and cars to and from the station. Designing to accommodate all of these travelers will be critical to the success of the neighborhood. This east-west connection further evolved into consideration of the N-NE 185th Street/10th Avenue N/NE 180th Street corridor between Shoreline Town Center/Aurora Avenue N and North City as the key connecting corridor of the subarea, with the idea that these signature streets should be well-designed, and with this corridor functioning as a key "main street" of the subarea. Framing land use and zoning changes along this connecting corridor was a common suggestion.
- STRENGTHENING NEIGHBORHOOD IDENTITY/MAINTAIN A RESIDENTIAL "VILLAGE" FOCUS—Participants expressed interest in creating a stronger neighborhood identity and sense of place around the station and in the subarea. Thinking of this area as a "village" with the core of the village at the transit station was a commonly expressed idea. The idea of more public spaces, art, gathering places for the neighborhood, and other amenities appealed to participants as tools to help build a stronger neighborhood. Many participants expressed the importance of maintaining the livable quality of the Shoreline community and agreed with the approach of increased residential densities and various types of multifamily and single family residential development around the light rail station. Participants also agreed with the need to provide transitions between land uses through zoning and design standards. Throughout the planning process, participants continued to express the need for a variety of housing choices that are well designed, serving as an enhancement to the community, as well as for affordable housing options to fit a full range of income levels.
- COMPLETE STREETS AND PEDESTRIAN AND BICYCLE CONNECTIONS—Many expressed the need for improving pedestrian and bicycle facilities in the subarea, making streets "complete" and enhancing connections to and from the light rail station. The importance of a strong connection across I-5 at the light rail station was discussed, with everything from a separated pedestrian/bicycle bridge to a concept of building a lid over I-5 in the vicinity of the station being offered as ideas. The importance of strengthening access to/from west side neighborhoods and to/from the park-and-ride garage was mentioned multiple times in the discussions. All through the planning process participants emphasized the importance of providing good multi-modal connectivity throughout the subarea.

- COMMERCIAL DEVELOPMENT POTENTIAL—Workshop participants stated that while Shoreline has designated areas along Aurora Avenue N (Westminster/Aurora Square) and North City for more intensive commercial development, new development has been slow in happening. If additional commercial uses were designated for the NE 185th Street subarea, these may draw investment away from the other locations the City is promoting for commercial growth. Participants suggested avoiding zoning too much commercial in the subarea and instead keeping commercial zoning to a minimum with a focus on neighborhood scale retail and uses supportive to the transit center.
- NEIGHBORHOOD RETAIL AND TRANSIT-COMPATIBLE USES NEXT TO THE STATION—In considering neighborhood retail options, participants felt that uses that provide conveniences to transit riders would be best, such as coffee shops, cafés, a convenience store, dry cleaning, etc. These types of uses also would serve neighborhood residents.
- NEIGHBORHOOD TRAFFIC CONGESTION AND POTENTIAL PARKING IMPACTS—Neighborhood representatives and residents in the subarea expressed concerns about how traffic congestion in the neighborhood can be mitigated related to autos accessing the park-and-ride transit garage (and the use of neighborhood streets to get to and from the garage). Some also mentioned concerns about people parking in the neighborhood from outside the area to access the light rail station. Meeting facilitators mentioned that transportation and parking would be key elements analyzed in the EIS.
- SHARED PARKING—Participants tended to prefer construction of a joint-use parking garage given the proposed structure's proximity to Shoreline Center. Participants felt that the parking area could serve a dual function of providing park and ride spaces for commuters during the day, and in the evening these could convert to parking spaces for community events and activities related to the Shoreline Center. Several participants asked if the stadium parking and existing park and ride will be factored into the amount of parking provided at the garage and if Sound Transit is considering shared parking opportunities.
- OPPORTUNITIES FOR SHORELINE CENTER—Numerous opportunities were identified for Shoreline Center based on the property's size. There was general realization that all the uses currently at the site could be arranged in a denser configuration. Participants suggested a mix of uses for the site including residential, commercial, community spaces, recreation uses, office, conference space, and hotel, as well as retaining the existing stadium and sports field use. Participants wondered if a more urban, multi-generational community center could be built at the site (on multiple levels) to house all the current community functions while opening the rest of the site up for redevelopment.
- EMPHASIZING SHORELINE'S ASSETS—Shoreline is known for its great schools, parks, and family-friendly neighborhoods. Participants thought that the future of the neighborhood should leverage these assets and support families—including moderate density housing, cluster and cottage housing, courtyards, flats, etc. with accessible open space areas and neighborhood parks, safe and complete streets, and east access to school.

- CONNECTING TO NORTH CITY—Many workshop participants stated the importance of connecting this subarea with North City and that residents of this area (existing and future) will rely on North City as a commercial hub. NE 185th and NE 180th Streets were identified as key connections to North City. Pedestrian and bicycle improvements on these and connecting north-south streets will be critical to achieve this linkage between the subarea and North City.
- MORE HOUSING, DONE WELL—Participants were generally supportive of increased density in the subarea, including in the vicinity of the light rail station, and on NE 185th Street. There was a general level of support for mixed use (ground floor retail/active uses with housing above) up to four to six levels in height. In other parts of the neighborhood, responses varied on the potential height and density of housing. Some saw three stories/levels as the maximum throughout the rest of the subarea, while others preferred retaining more single family and compatible uses such as duplexes, row houses, townhouses, etc.
- MAXIMIZING REDEVELOPMENT OPPORTUNITIES/DEVELOPMENT AGREEMENTS—Many workshop participants stated support for working flexibly with developers on some key opportunity parcels in the station subarea through development agreements. It was anticipated that this process would provide the opportunity to facilitate integration of community facilities, affordable housing, amenities, parks and recreation facilities, green building approaches, and other favorable outcomes through density bonuses and working collaboratively and cooperatively with developers. More participants in the process favored the "Most Growth" scenario over the "Some Growth" scenario as a means for maximizing development opportunities and potential in the subarea. It was anticipated that more area of zoning change would provide more flexibility to accommodate future redevelopment plans over time.
- CITY-SPECIFIC BUS ROUTES—Although Shoreline will have access to frequent regional transit services (King County Metro RapidRide Line E on Aurora Avenue and Sound Transit Link light rail service), transit service throughout the city is still viewed as not as frequent and direct in providing access as needed. In particular, workshop participants felt it will be important to provide fast and frequent east-west bus service between the light rail line and bus rapid transit line on Aurora on corridors such as NE 185th Street and others. The idea of a circulator route providing fast and frequent access from Aurora/central Shoreline out to the light rail line and back throughout the day was mentioned.
- PUBLIC SERVICES, INCLUDING SCHOOLS AND EMERGENCY SERVICES—Multiple workshop session participants stated that the EIS should analyze potential effects on public services, such as police, fire, emergency services, as well as schools, as a result of increased population in the subarea.
- UTILITY CAPACITY—Participants requested that effects relatec to utility capacity and needed utility service improvements be analyzed in the EIS. Meeting facilitators explained that this was an element targeted for analysis in the EIS.
- CAPITAL INVESTMENT STRATEGY—Participants suggested that the station subarea plan include a specific capital investment strategy so that the City, Sound Transit, and other agencies could target investments in high priority areas to serve redevelopment in the station subarea.

A vibrant,
Walkable
Village Center!

to downtown
Fast

A Pool and

A place to
PLAY!

IN MY FUTURE
NEIGHBORHOOD NEAR
LIGHT RAIL THERE WILL BE...
more bike
lanes

a hill climb/walk-
ing loop up

Existing Conditions and Population Forecasts

3

185th Street Station Subarea Plan

Station Subarea Geography

The subarea generally extends between N-NE 175th Street to N-NE 195th Street and between Aurora Avenue N (SR 99) to the west, and 15th Avenue NE (North City Business District) to the east. The subarea includes portions of the Echo Lake, Meridian Park, and North City neighborhoods and borders the Ridgecrest neighborhood of Shoreline. N-NE 185th Street is the central spine of the subarea and the vision for redevelopment is generally located along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor. The subarea extends approximately one-half mile (or about a ten minute walk) north and south of the 185th corridor. While the focus of this project has been creating a vision and plan for the subarea surrounding the proposed light rail station, boundaries also encompass existing commercial/retail and multi-family land use areas in North City Business District (north of NE 175th Street) and along Aurora Avenue N, part of the Town Center district.

For purposes of population, housing, and employment projections and transportation planning, traffic analysis zone (TAZ) boundaries in proximity to the study area boundaries also have been referenced for subarea planning. Because TAZ boundaries align with census tract boundaries, they are commonly used for planning and analysis purposes. Refer to **Figure 3-1** for a map showing the TAZs in the subarea.

Shoreline has been traditionally known as a great place to live in the central Puget Sound region, based on the strong sense of community, good schools, and many parks and recreation opportunities provided throughout the city.

Proposed Sound Transit Light Rail Station Facilities

Through a separate environmental process, Sound Transit identified NE 185th Street on the east side of Interstate 5 (I-5), north of the overpass, as the preferred location for one of the two light rail stations to be built in Shoreline. A park-and-ride structure, also to be constructed by Sound Transit, potentially would be located on the west side of I-5, also north of the 185th Street overpass. The City of Shoreline supports the station location proposed by Sound Transit, and identifies the location in the City's Comprehensive Plan Land Use Map. **Figure 3-2** shows an exhibit from the Lynnwood Link DEIS (published by Sound Transit and the Federal Transit Administration in July 2013). The figure shows a conceptual level plan for the 185th Street Station with possible locations of the station and park-and-ride structure.

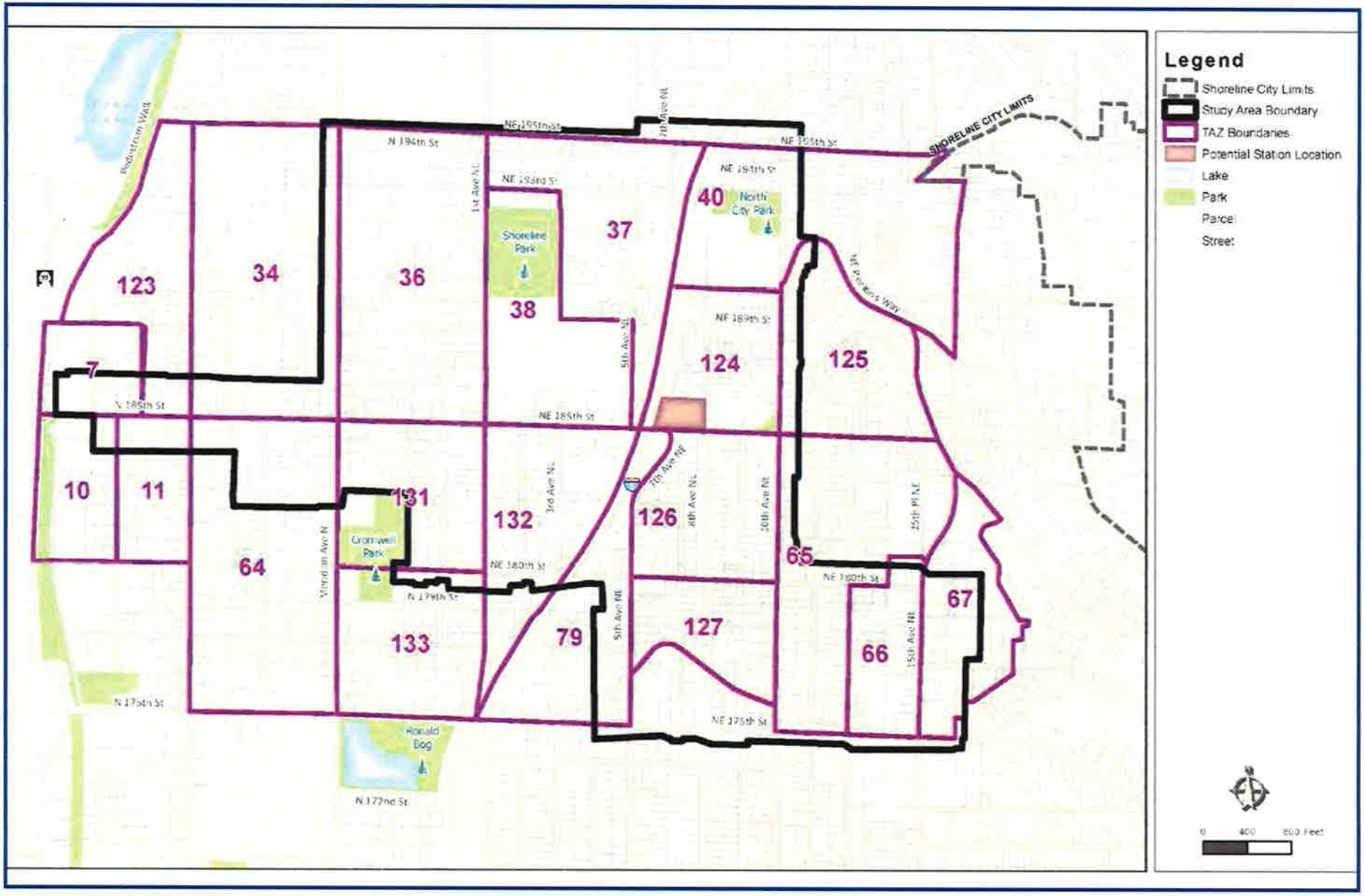


FIGURE 3-1: Traffic Analysis Zone (TAZ) Boundaries

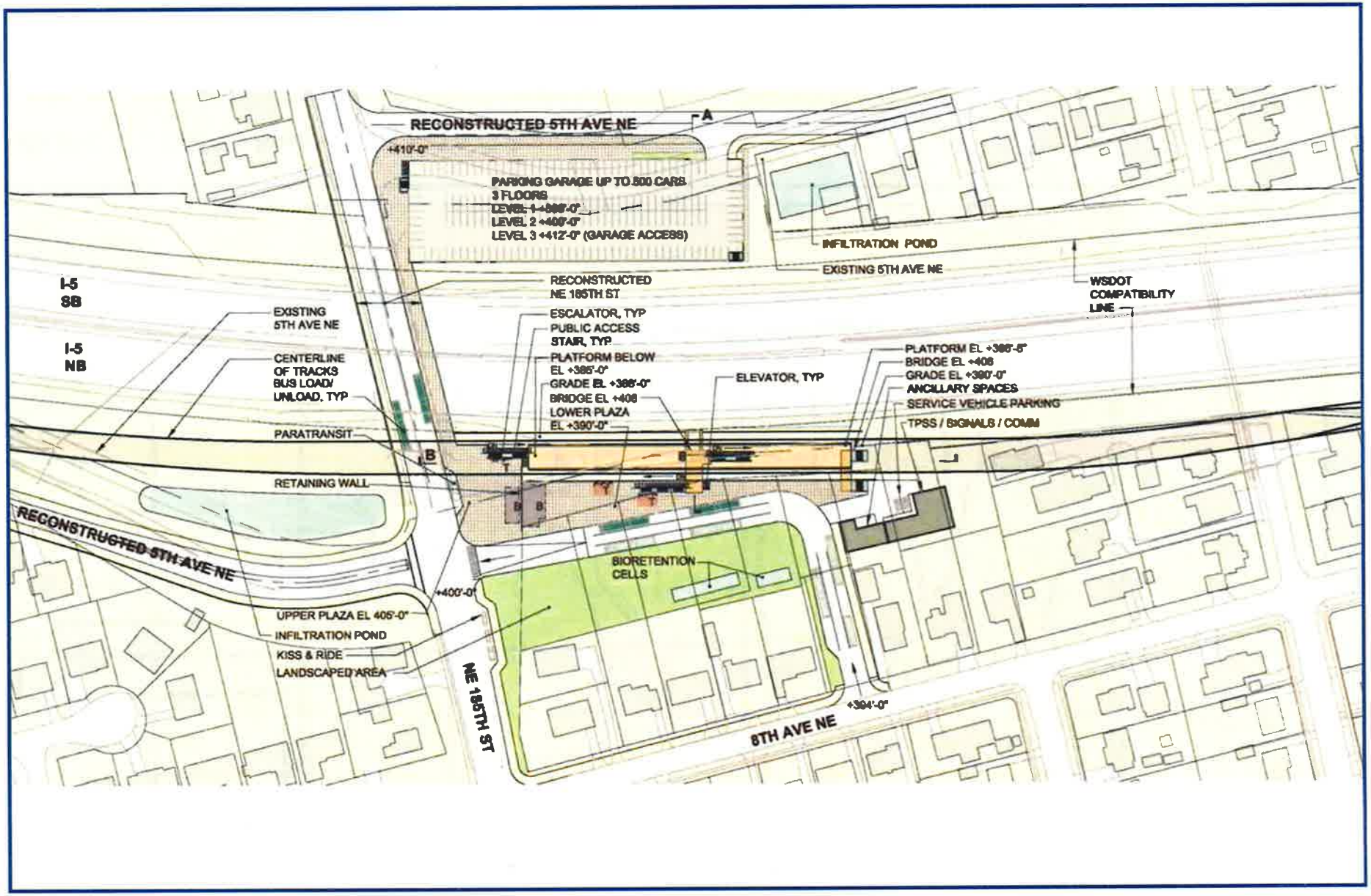


FIGURE 3-2: Sound Transit Concept Plan for the 185th Light Rail Station

Existing conditions along 195th Street and 1st Avenue

Land Use Patterns in the Subarea

Envisioning how the 185th Street Station subarea could transform into a redeveloped transit-oriented community is benefitted by understanding past and present settlement patterns and land uses in the vicinity.

HISTORY AND SETTLEMENT OF THE AREA

Native people were the first to enjoy living in the area. Early accounts of the Shoreline vicinity tell how Native Americans traveled along the shores of Puget Sound and local streams collecting swordfern and kinnikinnick at Richmond Beach, and wild cranberries at what are now Ronald Bog and Twin Ponds parks.

In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route. The arrival of the Great Northern Railroad in Richmond Beach in 1891 spurred the growth of the area and increased the pace of development in the wooded uplands.

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, which increased suburban growth. People could live on a large lot, raise much of their own food and still be able to take the Interurban, train, or (beginning in 1914) the bus to work or high school in Seattle. Local produce from fruit orchards, chicken farms and strawberry crops could be shipped to the city via the Interurban or the train. The Fish family's Queen City Poultry Ranch on Greenwood at 159th was a prosperous chicken farm that attracted many visitors curious about scientific farming techniques. Ronald Station along the trolley line was located in the vicinity of the present-day Park at Town Center.

During the early twentieth century, Shoreline attracted large developments drawn by its rural yet accessible location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now Crista Ministries. Commercial centers formed around the Interurban stops at Ronald (175th Street and Aurora Avenue N) and Richmond Highlands (185th Street and Aurora Avenue N). Car travel had broadened the settlement pattern considerably by the mid-1920s. Although large tracts of land had been divided into smaller lots in the 1910s in anticipation of future development, houses were still scattered.

A precursor to Interstate 5, Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. As more people took to the road in automobiles, there was less need for the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue/Highway 99, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

With the end of World War II came a substantial demand for family housing. The late 1940s saw large housing developments such as Ridgecrest (NE 165th to 155th Streets, 5th to 10th Avenues NE) spring up seemingly overnight. Schools ran on double shifts as families with young children moved into the new homes. In the late 1940s, business leaders and

residents began to see Shoreline as a unified region rather than scattered settlements concentrated at Interurban stops and railroad accesses.

In 1944, the name "Shoreline" was used for the first time to describe the school district. Coined by a student at the Lake City Elementary School, it defined a community which went from the Seattle city line to Snohomish county line and from the shore of Puget Sound to the shore of Lake Washington.

Shoreline continued to grow, becoming an attractive place to live in the central Puget Sound region due to the great neighborhoods, schools, parks, and other community features. After it became clear that an additional north-south freeway would be needed to handle the cross-state traffic, Interstate 5 was constructed in the 1960s, with the final segment in Washington state opening on May 14, 1969. With its opening, motorists could travel without stopping from the northern California state line to the Canadian border, and Highway 99 became more of a regional route and alternate travel way to Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline, and made east-west travel on local roads more difficult. Construction of the interstate forever changed the geographic context of the subarea.

Although known as "Shoreline" for decades, the community did not become officially incorporated city until 1995, and prior to that it remained an unincorporated area of King County north of Seattle. Today with over 50,000 residents, Shoreline is Washington's 15th largest city.

PRESENT-DAY LAND USE PATTERNS

The subarea today consists primarily of single family neighborhoods zoned as R-6 (residential, six units per acre) and developed at an average density of 2.7 units per acre. In addition to single family residential uses, there are several churches, parks, schools, and school properties within and in proximity to the subarea. For example, the Shoreline Center, owned and operated by the Shoreline School District, is a large complex that serves many community functions.

NE 193rd Street

Most of the study area neighborhoods were developed from the mid- to late 1940s through the 1970s, when the area was part of unincorporated King County. When the neighborhoods were originally developed, street standards did not require sidewalks, and as such, most of the local streets today do not have sidewalks or bike lanes. The City of Shoreline, incorporated in 1995, now has jurisdiction over this area and works with the community to prioritize capital transportation and infrastructure improvements throughout the city. Although some improvements have been made in the study area in recent years, budget constraints have limited the level of street and utility improvements completed to date.

Growth and change over the past 50 years in the subarea has been minimal, limited to areas that are zoned to accommodate redevelopment into a mix of residential, commercial, retail, and office uses, such as in the North City area and along the Aurora Avenue N corridor. **Figure 3-3** shows existing zoning in the subarea, which is primarily R-6, Residential, six units per acre.

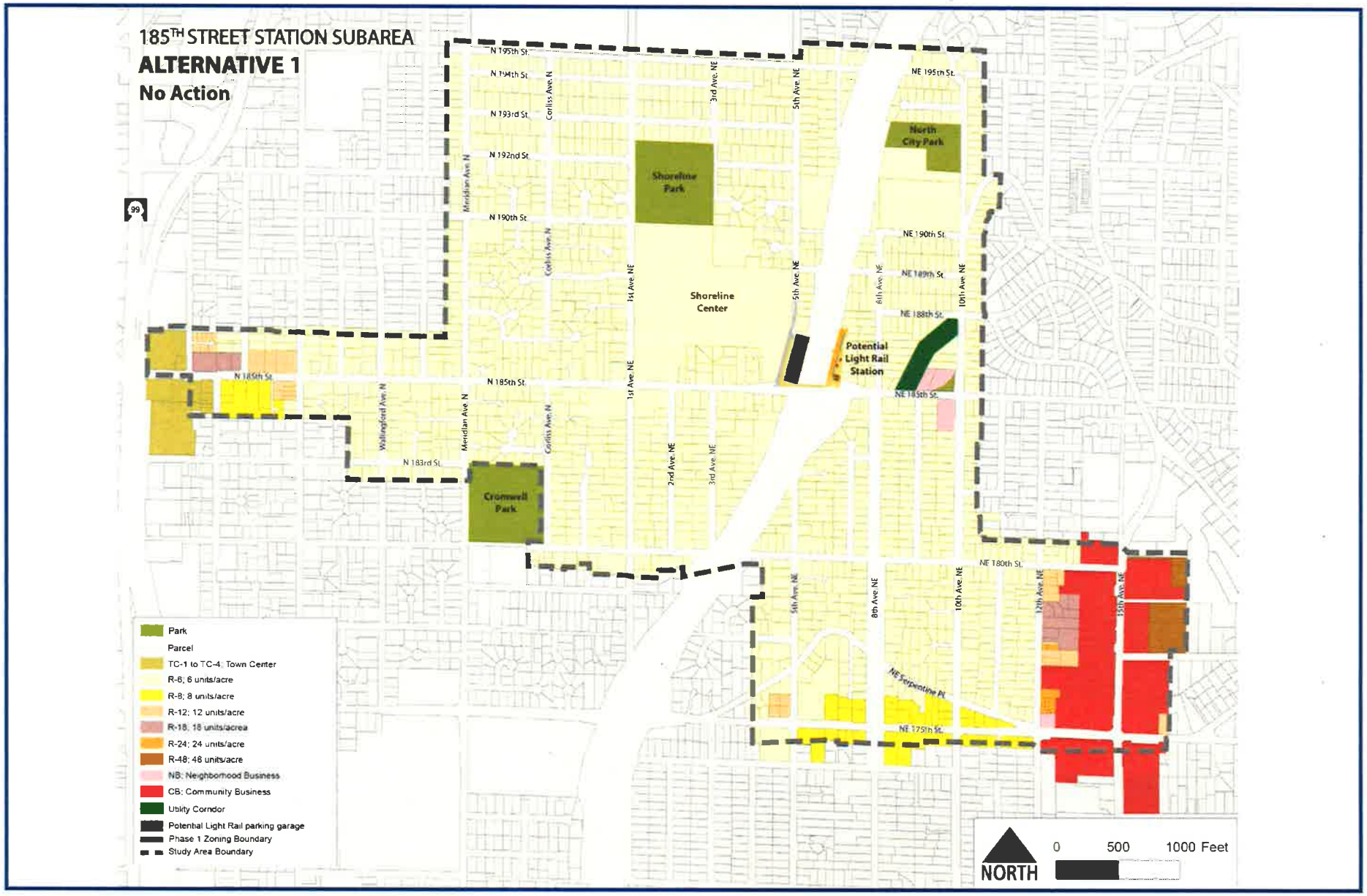


FIGURE 3-3: Existing Zoning Map

NEIGHBORHOODS IN THE SUBAREA

The subarea includes the following defined Shoreline neighborhoods:

- Meridian Park
- Echo Lake
- North City

Other neighborhoods on the periphery of the subarea include Ridgecrest, Ballinger, and Parkwood. **Figure 3-4** illustrates the neighborhood area boundaries in proximity to the study area.

Shoreline's neighborhoods are very engaged in the community and maintain active neighborhood associations. Located in the center of Shoreline, the Meridian Park Neighborhood extends north to south from N 185th Street to N 160th Street and west to east from Aurora Avenue N to Interstate 5. The neighborhood has several parks, including Cromwell Park (bordering the subarea) and Ronald Bog natural area and park (located outside the subarea), home to the signature artwork the "Ponies." The neighborhood is proud of opportunities residents have to get close to nature, with a diversity of wildlife at Ronald Bog Park and other areas, including ducks, birds, turtles, frogs, and an occasional beaver, to name a few.

The Echo Lake Neighborhood extends from the Shoreline city limits and county line (at 205th Street) to the north, to 185th Street to the south, and extends east and west between Aurora Avenue N (State Route/ Highway 99) and Interstate 5. As more and more businesses sprang up along the Highway 99 thoroughfare, changing the character of the corridor, Echo Lake continued to be known as a fun place to go into the 1930s, 1940s, 1950s, and beyond. The Echo Lake Bathing Beach and Holiday Resort were popular weekend escapes for visitors from the city, looking for a rural retreat. Echo Lake's history as a popular recreational destination continues to this day with the recent development of the Dale Turner Family YMCA near the south end of the lake. The Echo Lake Apartments are another recent mixed-use redevelopment project

Cromwell Park

with multi-family residences and businesses at the corner of Aurora Avenue N and N 192nd Street. While land uses along Aurora Avenue N are predominantly commercial, elsewhere throughout the Echo Lake Neighborhood, there are a variety of single family and multi-family housing options, along with schools, parks, and other community destinations, including the Shoreline Center.

The North City Neighborhood is located east of Interstate 5 and extends to NE 195th Street to the north, NE 160th Street to the south, and the City of Lake Forest Park to the east. 15th Avenue NE is the central spine of the neighborhood and the North City business district (discussed in more detail later in this section) has become a commercial hub for Shoreline neighborhoods east of Interstate 5. The eastern edges of the neighborhood rise in elevation and the roads wind through hilly topography to provide access to homes. An interesting story from the 1900s is that residents of the area used to ride motorcycles for recreation in the forested hills in the vicinity of 185th and 180th Streets at the east edge of the subarea. Dirt motorcycle paths threaded through the landscape and the area became known as "Motorcycle Hill." Later, in 1954, the area was developed into the Fir View Terrace subdivision and the motorcycling days were over.

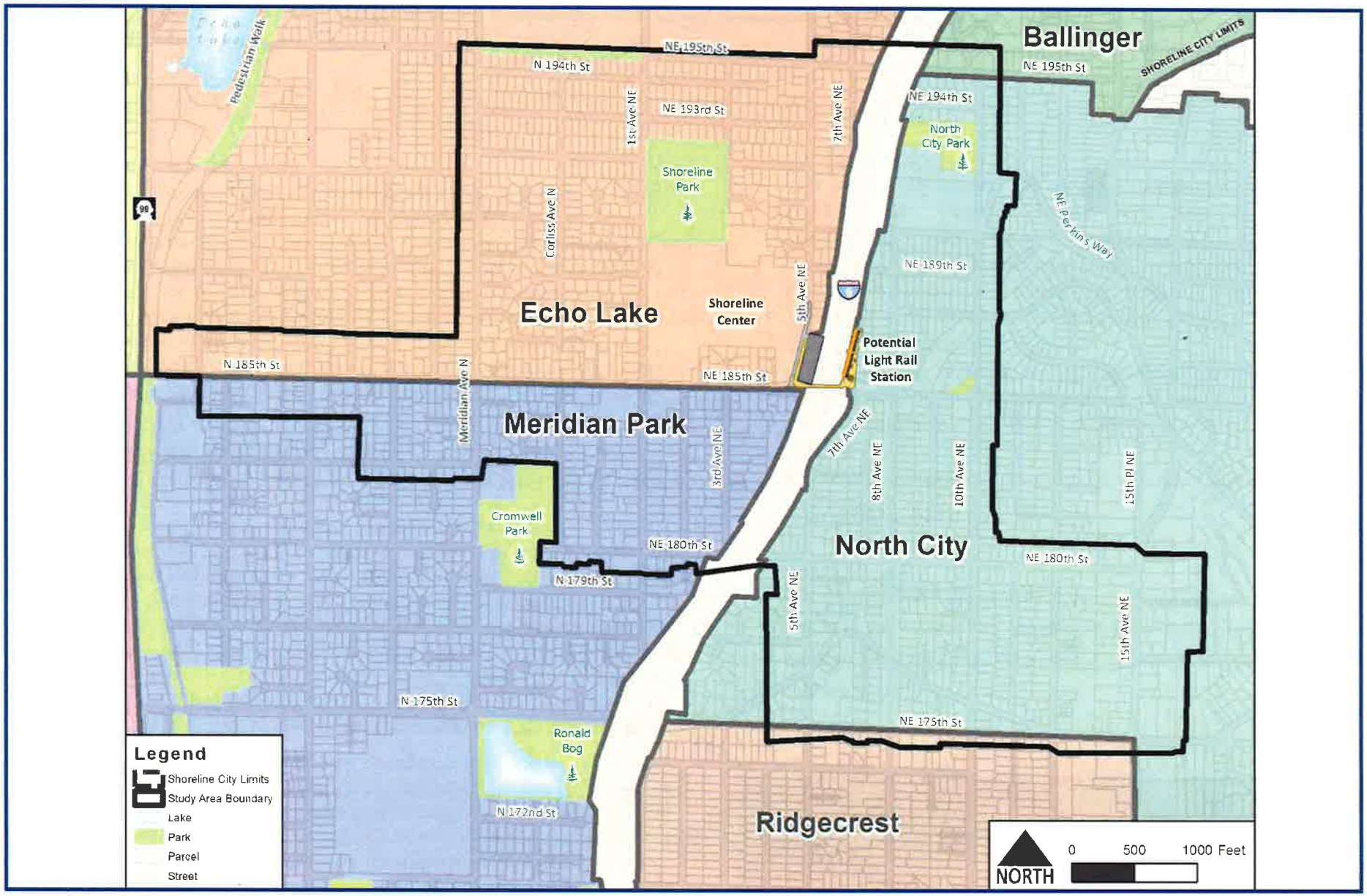


FIGURE 3-4: Existing Neighborhoods in the Vicinity of the 185th Street Station Subarea

With commercial, mixed use, office, and multi-family residential uses concentrated primarily in the North City business district centered around NE 175th Street, the remainder of the neighborhood consists primarily of single family homes. With approximately 2,859 homes, North City is one of the largest neighborhoods in Shoreline. Recent and ongoing redevelopment of the business district is increasing available housing—for sale homes and condominiums, as well as homes and apartments for rent— to fit a variety of income levels. The neighborhood also features nearby parks with playgrounds and active recreation facilities, as well as natural open spaces, wooded areas with trails, and other amenities that are easily accessible by foot.

RIDGECREST—The Ridgecrest Neighborhood extends from I-5 east to 15th Ave NE and from the southern boundary of NE 145th Street to the northern boundary of NE 175th Street. Ridgecrest is a primarily a middle income, working class neighborhood that is both multi-cultural and multi-generational. According to the 2010 US Census, Ridgecrest had 6,116 residents and 2,175 homes, making it one of the most populated neighborhoods in Shoreline. The neighborhood also has nine churches and four parks, Shoreline's only theatre, skate park, and the oldest operating 7-11 store in the State of Washington.

SPECIAL DISTRICTS AND KEY OPPORTUNITY SITES IN THE SUBAREA

NORTH CITY BUSINESS DISTRICT

The North City Subarea is a business district that includes primarily commercial uses as well as some mixed use, multi-family residential, and office/employment uses. Located at the east end of the 185th Street station subarea, North City is a linear district focused around the central spine of 15th Avenue NE, extending from 24th Avenue NE to a few blocks south of NE 170th Street. The City of Shoreline adopted a subarea plan for North City in 2001. The subarea has been undergoing redevelopment and revitalization as a result of plan adoption, and additional opportunities for redevelopment exist in the subarea today.

195th Pedestrian Bridge

The purpose of the plan was to:

- Provide a planning policy framework unique to North City.
- Preserve the privacy and safety of existing neighborhoods.
- Act as an incentive to redevelopment, particularly along 15th Avenue NE.
- Provide design direction for the improvement of 15th Avenue NE (and adjacent properties).

Key provisions and policies of the North City Subarea Plan include the following.

- Recommendations to apply best practices and sound neighborhood planning principles to the redevelopment of the district, and design guidelines illustrating potential improvements and redevelopment approaches.
- 15th Avenue NE serves as the service core for North City. Over time, it will be transformed into a "Main Street," with lively street character and local services similar to the Lake City area only with housing and/or offices above. A specific goal of the plan is to:

  "Create a retail/pedestrian-friendly 'main street' district along 15th Avenue NE, between NE 172nd Street and just north of NE 180th Street."

Shoreline Farmers Market

Other key provisions of the plan include recognizing the heart of North City as being located along 15th Avenue NE, between NE 175th and 177th Streets, and the corner of NE 175th Street as the gateway to the area. The plan therefore requires first floor retail here. Retail is allowed, along with residential on the rest of the street. In order to maximize the spatial quality of a neighborhood main street, the buildings along 15th Avenue NE are required to step back from the street as they get higher. In order to establish a walkable shopping environment, 15th Avenue NE was reduced to three lanes, with the middle lane functioning as the left-turn lane. This configuration is intended to slow traffic without impeding flow.

TOWN CENTER DISTRICT

Located in the middle mile of the city's three-mile-long Aurora corridor (Highway/SR 99), Town Center is the geographic center of Shoreline. Located at the crossroads of three of the city's most heavily traveled roads, N 175th Street, N 185th Street, and Aurora Avenue N, Town Center is the civic and symbolic center of the community. Early in the life of the new City of Shoreline, a citizens survey identified this area as the "Heart of Shoreline."

The Town Center Subarea Plan, adopted in 2011, makes note of the growth management strategy in the Vision 2040 plan for the central Puget Sound region, which forecasts an additional 1.7 million people and 1.4 million jobs in the region by 2040 with only a negligible increase in the size of the region's urban growth area. This strategy, combined with state climate change targets to reduce greenhouse gas emissions and vehicle miles traveled, means there will be increasing pressure on close-in cities such as Shoreline to accommodate future growth.

Shoreline's ability to accommodate these pressures while maintaining the community's reputation as one of America's best places to live will be a critical in the coming decades. Implementation of the Town Center Subarea Plan will be one important strategy to help Shoreline meet that challenge.

Portions of the Town Center Vision Statement restated below articulate the intended future for this central core of the City:

"Shoreline Town Center in 2029 is the vibrant cultural and civic heart of the city with a rich mix of housing and shopping options, thriving businesses, and public spaces for gatherings and events. People of diverse cultures, ages, and incomes enjoy living, working, and interacting in this safe, healthy, and walkable urban place...."

The 185th Street Station Subarea overlaps with the Town Center Subarea at the west end of N 185th Street, near the intersection with Aurora Avenue N. There are opportunities to enhance the sense of gateway toward the west to Town Center, within the 185th Street Station Subarea, as well as to enhance the sense of gateway toward the east, as the key corridor connecting to the 185th Street light rail station. The Town Center Subarea Plan calls for creating a hierarchy of Boulevard, Storefront, and Greenlink streets to serve different mobility and access needs, with N 185th Street designated as a "Boulevard" street.

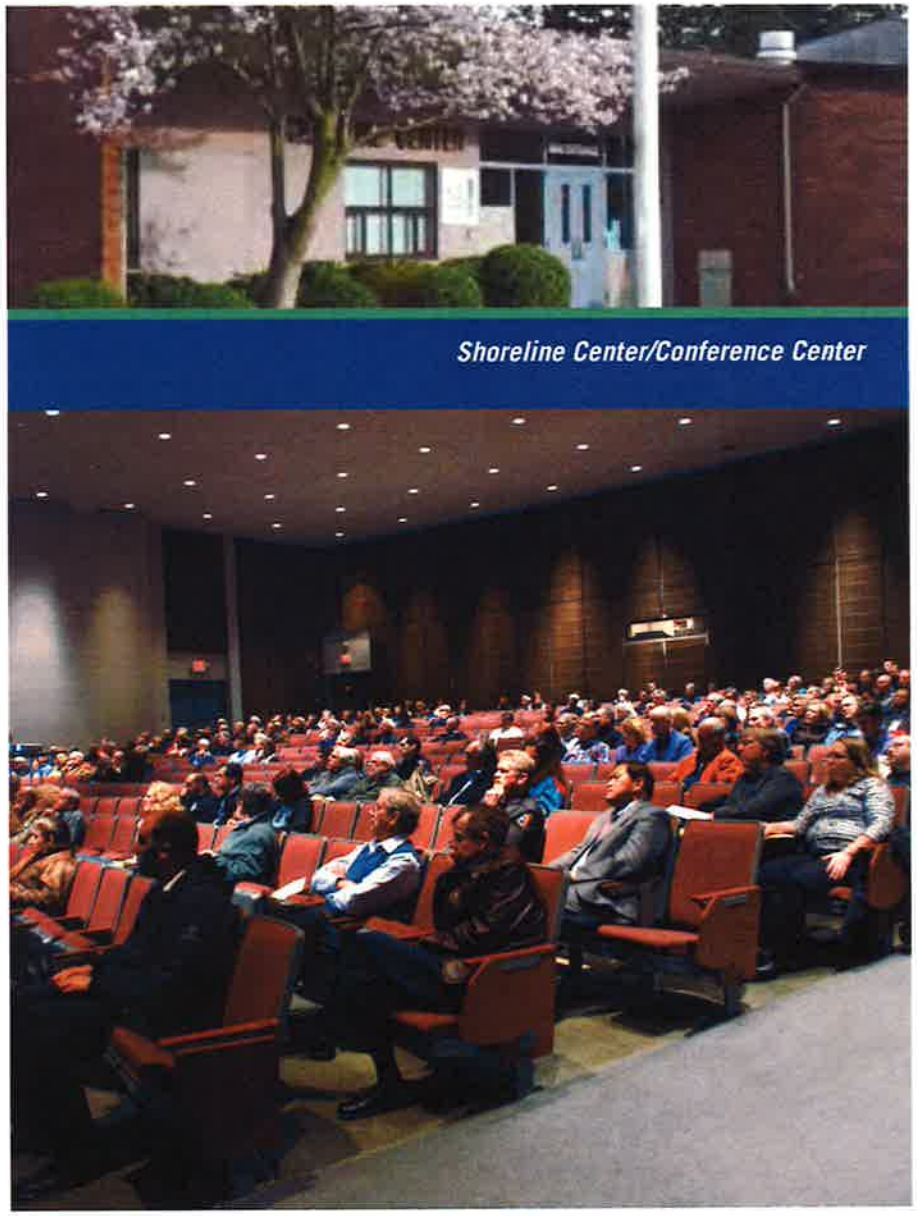
SHORELINE CENTER

The Shoreline Center was once the location of Shoreline High School and is now the home of central offices of the School District, offices for several local non-profit agencies, state representatives, and conference center facilities. The Shoreline Center is owned and operated by the Shoreline School District, which allocates proceeds from the Center's operations to the general fund of the 10,000 student district.

The forty-acre campus, located just west of the I-5 corridor and north of N 185th Street, also includes the Shoreline Stadium (a venue for local and regional school sports events), the Spartan Recreation Center (a multi-use community facility jointly owned and operated by the Shoreline School District and the City of Shoreline), and the Shoreline / Lake Forest Park Senior Center (a community support center and gathering place for senior citizens). On adjacent property to the north of the campus, the City of Shoreline operates the Shoreline Pool and Shoreline Park.

The Conference Center hosts a wide variety of events from small meetings and workshops to large conferences and conventions, and social gatherings such as community banquets and wedding receptions. One of the ten largest event venues in the Seattle area, the Conference Center's hallways serve as a gallery for art work created by students of the Shoreline School District, enjoyed by hundreds of thousands of visitors each year. Works by local professional artisans are also displayed in the on-site gallery of the Shoreline Lake Forest Park Arts Council.

Recognizing the potential opportunities that could be afforded with redevelopment of the large site, the School District intends to hire a consultant to examine the best use for their property with regard to their mission. Redevelopment concepts in the 185th Street Station Subarea Plan can help to inform potential options for the Shoreline Center site. The School District as a property owner will make final decisions about if and when redevelopment of the site occurs. As a tenant and adjacent property owner, the City looks forward to collaborating with the School District on potential ideas.



Shoreline Center/Conference Center

North City Park Entry

NORTH CITY ELEMENTARY SCHOOL SITE

The North City school site, located at 816 NE 190th Street in the subarea, is the former site of the North City Elementary School. Presently, the North City Cooperative Preschool and Home Education Exchange (providing resources to home schooled students and parent teachers) are operated at this location. The four-acre North City Park is located to the north of the school site. The elementary school, which had an enrollment of approximately 375 students, was closed at the end of the 2006-2007 school year after Shoreline School District determined elementary students could be accommodated at other schools. This resulted from a decline in student enrollment that occurred over the previous decade. Given that this site is actively used and there would be a need for additional school facilities and services in the future as the neighborhood grows, the Shoreline School District intends to retain this property and 185th Street Station Subarea Plan recognizes its use as an important existing and future educational site.

SEATTLE CITY LIGHT RIGHTS-OF-WAY

Seattle City Light transmission lines occupy a right-of-way that extends through the subarea from north to south, from the corner of 10th Avenue NE and NE 188th Street, diagonal through the block, and then extending down the east side of the 8th Avenue NE right-of-way. While access must be maintained to the transmission towers for maintenance, Seattle City Light may allow public use under the transmission lines. These areas could potentially be used for public open space, community gardens, and connecting trails/paths through the subarea.

CHURCH PROPERTIES

There are a number of church properties within the station subarea that hold potential for redevelopment due to their size and location along arterial and collector streets. If the property owners are willing and interested, portions or all of these sites have the potential to be redeveloped over time, converting all or portions of the site to housing (including affordable options). Proposed zoning would support this redevelopment. These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

NEIGHBORING COMMUNITIES

Areas beyond those described above that surround the study area include the City of Lake Forest Park to the northeast and east, which is predominantly in single family use, similar to Shoreline. The subarea is surrounded by other incorporated areas of the City of Shoreline. The proposed 145th Street Station Subarea also is located to the south, and is connected to the 185th Street Station via the north-south corridors of 5th and 8th Avenues NE.

Transportation Conditions

REGIONAL ACCESS

Interstate 5 (I-5) is a limited access freeway classified as a highway of statewide significance. It provides access from the study area south to Northgate, the University District, Capitol Hill, Downtown Seattle, and Sea-Tac Airport, as well as to Mountlake Terrace, Lynnwood, and points north. Additionally, I-5 serves as the key corridor for express regional bus service in the area. The nearest access points to I-5 from the study area are the NE 145th Street, NE 175th Street, and NE 205th Street interchanges.

SUBAREA STREET NETWORK

SR-99/Aurora Avenue N is a managed access highway and is also classified as a highway of statewide significance. It serves as a principal arterial in Shoreline. It lies directly west of the study area, providing north-south mobility and business access along the corridor.

The principal arterials in the study area are N/NE 175th Street and 15th Avenue NE, which form the southern and eastern edges. Minor arterials within the study area include Meridian Ave N, N/NE 185th Street, and the portion of 5th Avenue NE south of NE 185th Street. **Figure 3-5** highlights the street classifications of the roadways within the study area. The proposed light rail station location is identified on the map along with the proposed parking lot to the west of I-5.

The area is composed of a gridded network, with notable gaps across I-5, with the only east-west connections located along N/NE 175th Street, N/NE 185th Street, and N/NE 195th Street (pedestrian/bicycle only).

EXISTING ROADWAY OPERATIONS—CONCURRENCY MANAGEMENT SYSTEM

The Washington State Growth Management Act (GMA) includes a transportation concurrency requirement. This means that jurisdictions must provide adequate public facilities and services to keep pace with a community's growth over time to maintain the Level of Service (LOS) goals stated in a community's comprehensive plan. The improvements can include capital improvements, such as intersection modifications, or other strategies such as transit service expansion or transportation demand management. As part of the process, a jurisdiction evaluates the operations of roadway segments or intersections in order to determine the relative impact from new development on the transportation network. The City of Shoreline has an adopted concurrency methodology to balance growth, congestion, and capital investment.

LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS

A common metric to evaluate intersection operations is average seconds of delay per vehicle, which can be translated into a grade for Level of Service (LOS) as shown in **Table 3-1**. An additional metric is the evaluation of a roadway segment via the volume-to-capacity (V/C) ratio, which compares a roadway's expected vehicle demand against the theoretical capacity of that segment. These V/C ratios can also be translated into a LOS grades as shown in the table. The LOS concept is used to describe traffic operations by assigning a letter grade of A through F, where A represents free-flow conditions and F represents highly congested conditions. The City has adopted LOS D for signalized intersections on arterials, unsignalized intersecting arterials and roadway segments on Principal and Minor Arterials[1].

TRAFFIC VOLUMES

The existing conditions analysis uses data where available from the 2011 update to the TMP to describe current traffic operations, and supplements that information with more recent vehicle counts. As shown in **Figure 3-6** and detailed in **Table 3-2**, traffic volumes and congestion on streets bordering the proposed station are low, with V/C ratios below 0.8 for the PM peak period. The current LOS standard for a V/C ratio on Principal and Minor arterials within the City of Shoreline is 0.9.

[1] Average delay at signalized intersections is based on all vehicles that approach the intersection. Average delay for unsignalized intersections is based on the delay experienced by vehicles at the stop-controlled approaches.

Table 3-1: Level of service criteria for intersection and roadway analysis

LEVEL OF SERVICE (LOS)	SIGNALIZED INTERSECTION DELAY PER VEHICLE (SECONDS)	UNSIGNALIZED INTERSECTION DELAY PER VEHICLE (SECONDS)	ROADWAY SEGMENT VOLUME-TO-CAPACITY RATIO (V/C)
A	< 10	< 10	< .60
B	> 10 to 20	> 10 to 15	.60 - .70
C	> 20 to 35	> 15 to 25	.70 - .80
D	> 35 to 55	> 25 to 35	.80 - .90
E	> 55 to 80	> 35 to 50	.90 - 1.0
F	> 80	> 50	> 1.0

Source: 2010 Highway Capacity Manual and the 2011 City of Shoreline Transportation Master Plan

5th Avenue NE to the north and south of NE 185th Street has fewer than 5,000 average daily traffic (ADT) volumes and experiences low levels of congestion. Within the study area, the most congested corridors include N/NE 175th Street and Meridian Avenue N, with V/C ratios in the PM peak period between 0.8 and 0.9. N 175th Street carries the highest volumes, with over 30,000 ADT on the segment west of I-5 while it is substantially less east of I-5, with 18,000 ADT.

INTERSECTION EVALUATION

While standard traffic analysis techniques[2] indicate that all intersections currently operate within the City's adopted LOS standard, there are certain areas where congestion is noticeably higher, such as the intersections of Meridian Avenue N and N 175th Street and Meridian Avenue N and N 185th Street as shown in **Figure 3-7.** Visual inspection of these intersections in the field suggests a higher level of peaking and long queues (10 to 30 vehicles) during the PM peak period.

Table 3-2: Average Daily Traffic and PM Peak Hour Congestion for Existing Conditions

STREET	SEGMENT	AVERAGE DAILY TRAFFIC	PM PEAK HOUR VOLUME*	VOLUME-TO-CAPACITY RATIO
EAST-WEST CORRIDORS				
N 175th Street	West of I-5	30,770	1,135	.86
NE 175th Street	East of I-5	18,010	742	.56
N 185th Street	West of I-5	9,700	497	.64
NE 185th Street	East of I-5	7,130	380	.48
NORTH-SOUTH CORRIDORS				
5th Avenue NE	South of N 185th Street	3,360	159	.23
15th Avenue NE	North of N 175th Street	15,040	1,068	.56
Meridian Avenue N	North of N 175th Street	12,070	745	.85

** One-directional volume only, signifying the direction with the highest volume.*
Source: 2011 City of Shoreline Transportation Master Plan and updated traffic counts from 2013

[2] Using the HCM 2010 methodology

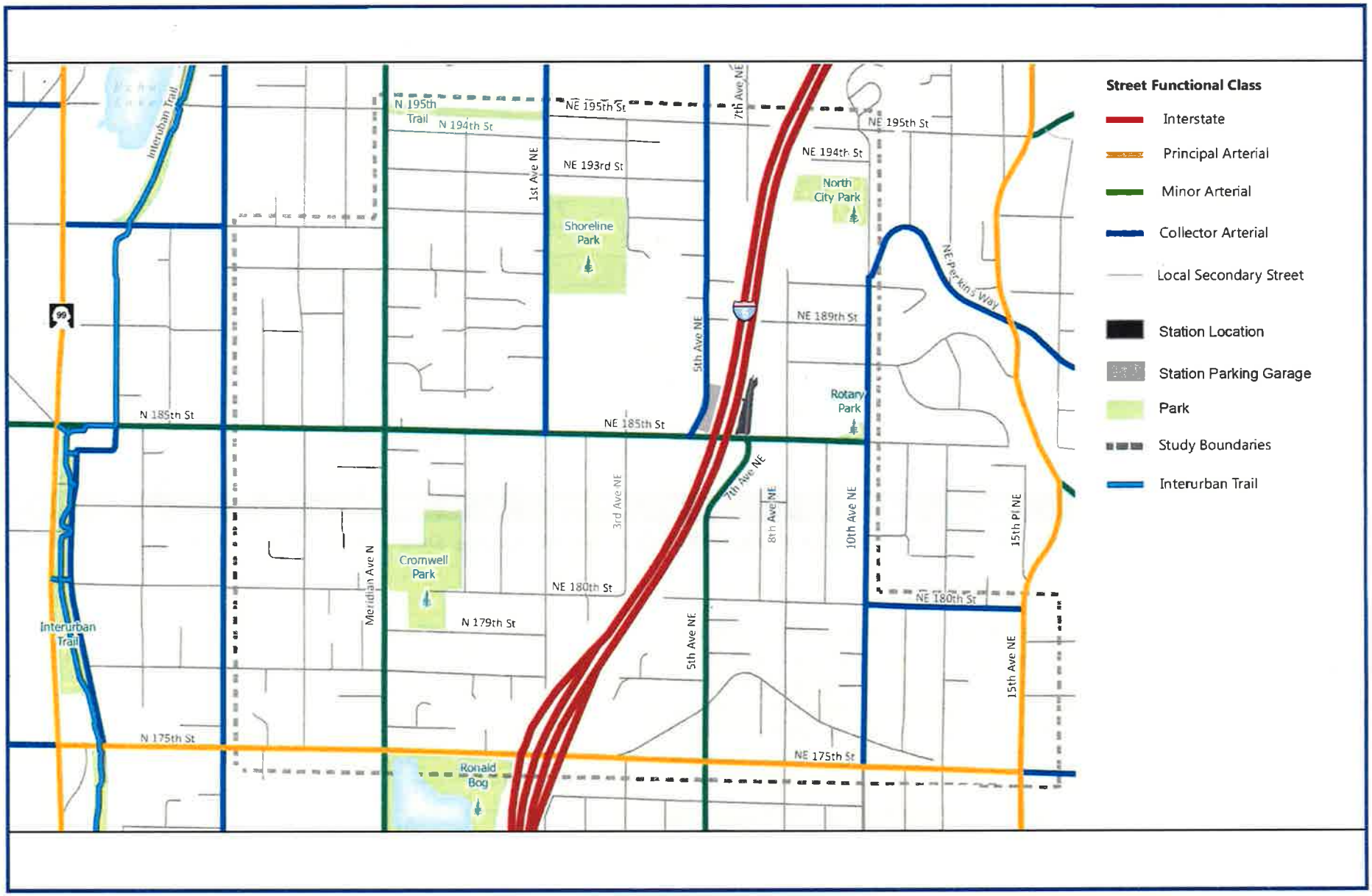


FIGURE 3-5: Street Classifications in the Subarea

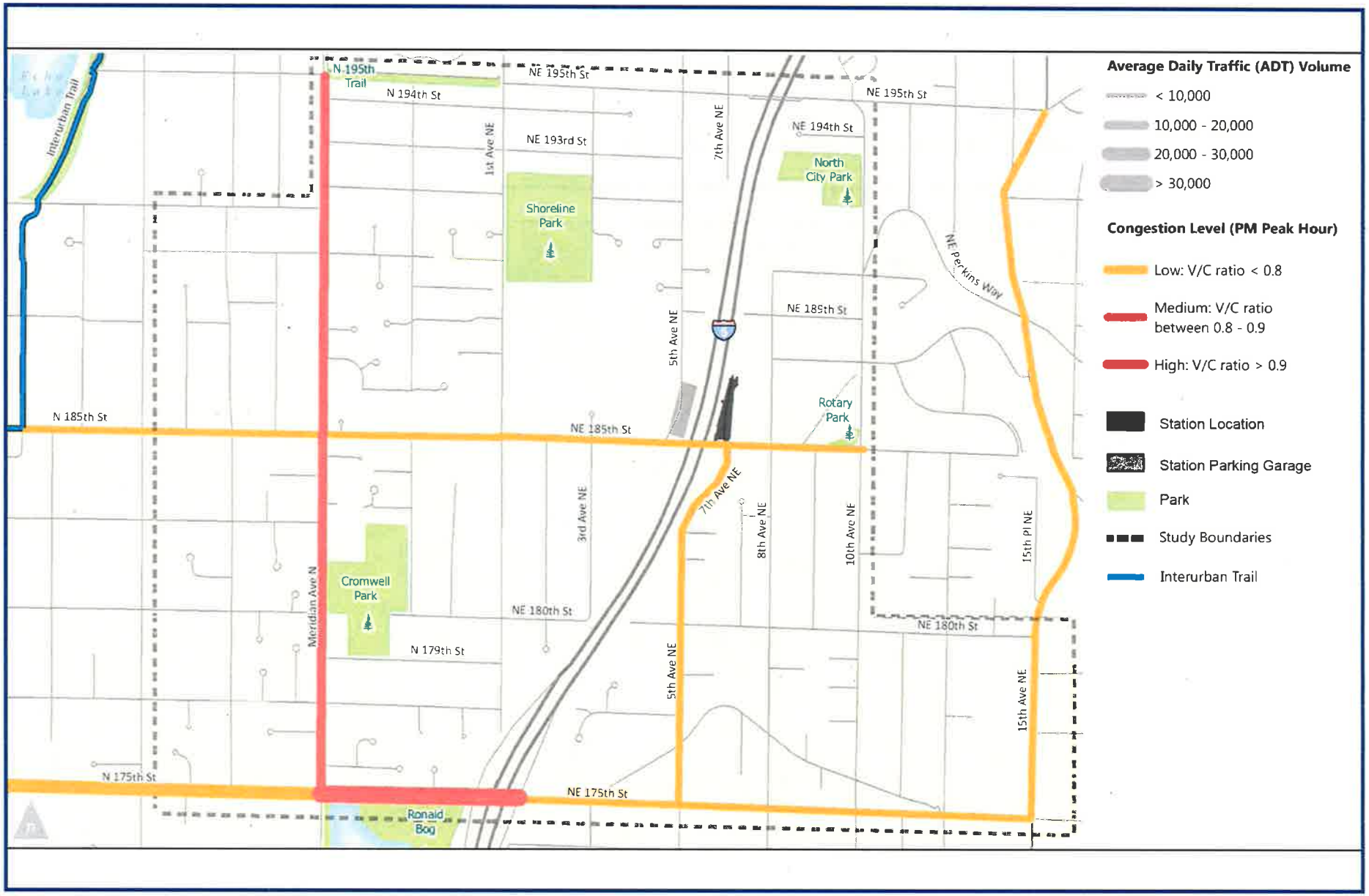


FIGURE 3-6: Average Daily Traffic and PM Peak Congestion (Existing Conditions)

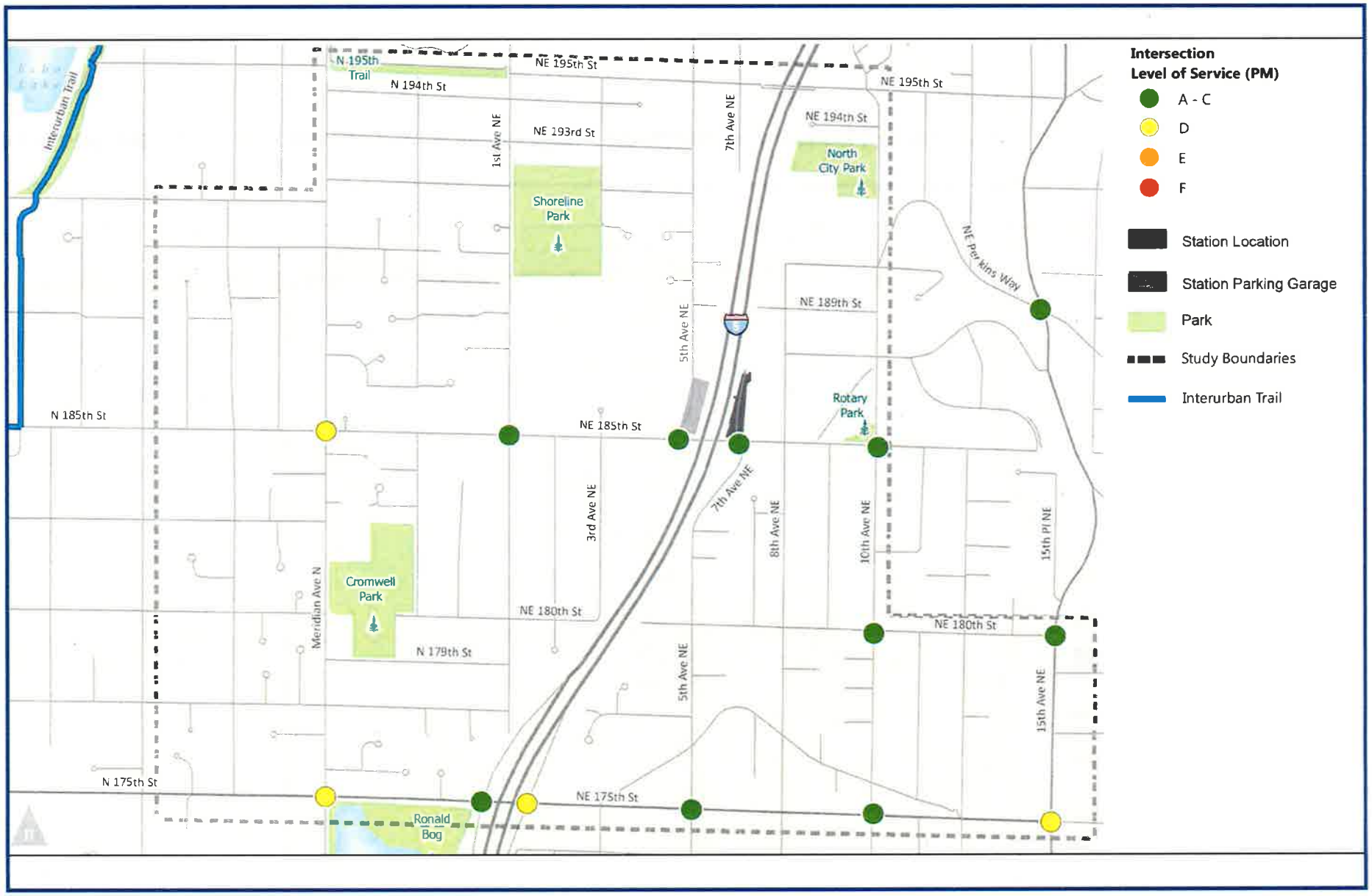


FIGURE 3-7: Intersection Level of Service (Existing Conditions)

COLLISION HISTORY

As shown in the **Figure 3-8**, there are a relatively low number of vehicle collisions within the subarea, with all intersections experiencing a crash rate below 1.0 per million entering vehicles (MEV). Intersections that experience a crash rate above 1.0 per MEV are deemed "High Accident Locations" based on standards specified in the Sound Transit DEIS. The only intersection with a crash rate near that threshold is at N 175th Street and Meridian Avenue N, with a value of .81. Between 2008 and 2011, this intersection had a yearly average of 4.80 accidents with property damage only and 4.00 accidents with injuries. No accidents with fatalities occurred within the subarea for the time period of 2008 to 2011. All other intersections in the subarea averaged below a combined 5.00 accidents per year. During this period, the only recorded pedestrian accident occurred at NE 175th Street and 5th Avenue NE. Bicycle accidents occurred in the subarea at the intersections of NE 175th Street and 5th Avenue NE, N 175th Street and Meridian Avenue N, and N 185th Street at Meridian Avenue N[3].

EXISTING TRANSIT SERVICE

The transit coverage within the study area is provided by King County Metro. **Table 3-3** details the current headways and destinations serviced by routes that traverse near the proposed station, while **Figure 3-9** highlights the location of the routes.

Most of the area is within a half-mile walk from a transit stop served during the peak periods. Direct service to the future light rail station location is currently provided by Route 348, with 30 minute headways during the peak and midday periods. There is a gap in east-west service during the off-peak periods, in part due to the low residential densities in the area, limited east-west arterials and lack of I-5 crossings, with the only service provided along N/NE 185th Street. The North City area along 15th Avenue NE is served by 30 minute peak and midday headways and the combined frequency on NE 175th Street between 5th Avenue NE and 15th Avenue NE is every 15-20 minutes due to multiple routes serving that location.

Table 3-3 Existing Transit Service

	WEEKDAY HEADWAYS (IN MINUTES)				
ROUTE	AM PEAK (6-9 AM)	MIDDAY	PM PEAK (3-6 PM)	EVENING	DESTINATIONS SERVICED
ALL-DAY ROUTES					
346	30	30	30	60	Aurora Village Transit Center, Meridian Park, Northgate
347	30	30	30	60	Northgate, Ridgecrest, North City, Mountlake Terrace
348	30	30	30	60	Richmond Beach, North City, Northgate
E Line	5-12	12	5-12	12-20	Downtown Seattle, Aurora Village Transit Center
PEAK PERIODS					
77	5-12	-	15-30	-	North City, Maple Leaf, Downtown Seattle
301**	15	-	15	-	NW Shoreline, Aurora Village Transit Center, Shoreline Park and Ride, Downtown Seattle
303	15	-	15	60*	Shoreline Park and Ride, Aurora Village Transit Center, Meridian Park, Northgate, Downtown Seattle, First Hill
316	15-20	-	15-25	-	Meridian Park, Bitter Lake, Green Lake, Downtown Seattle
373	15	-	15	60*	Aurora Village Transit Center, Shoreline Park and Ride, Meridian Park, Maple Leaf, University District

** One outbound trip to Shoreline after 6pm ** Provides limited bi-directional service during the AM and PM peak periods Source: King County Metro, 2014*

[3] Information provided provided by Sound Transit DEIS for the Lynnwood Link Extension

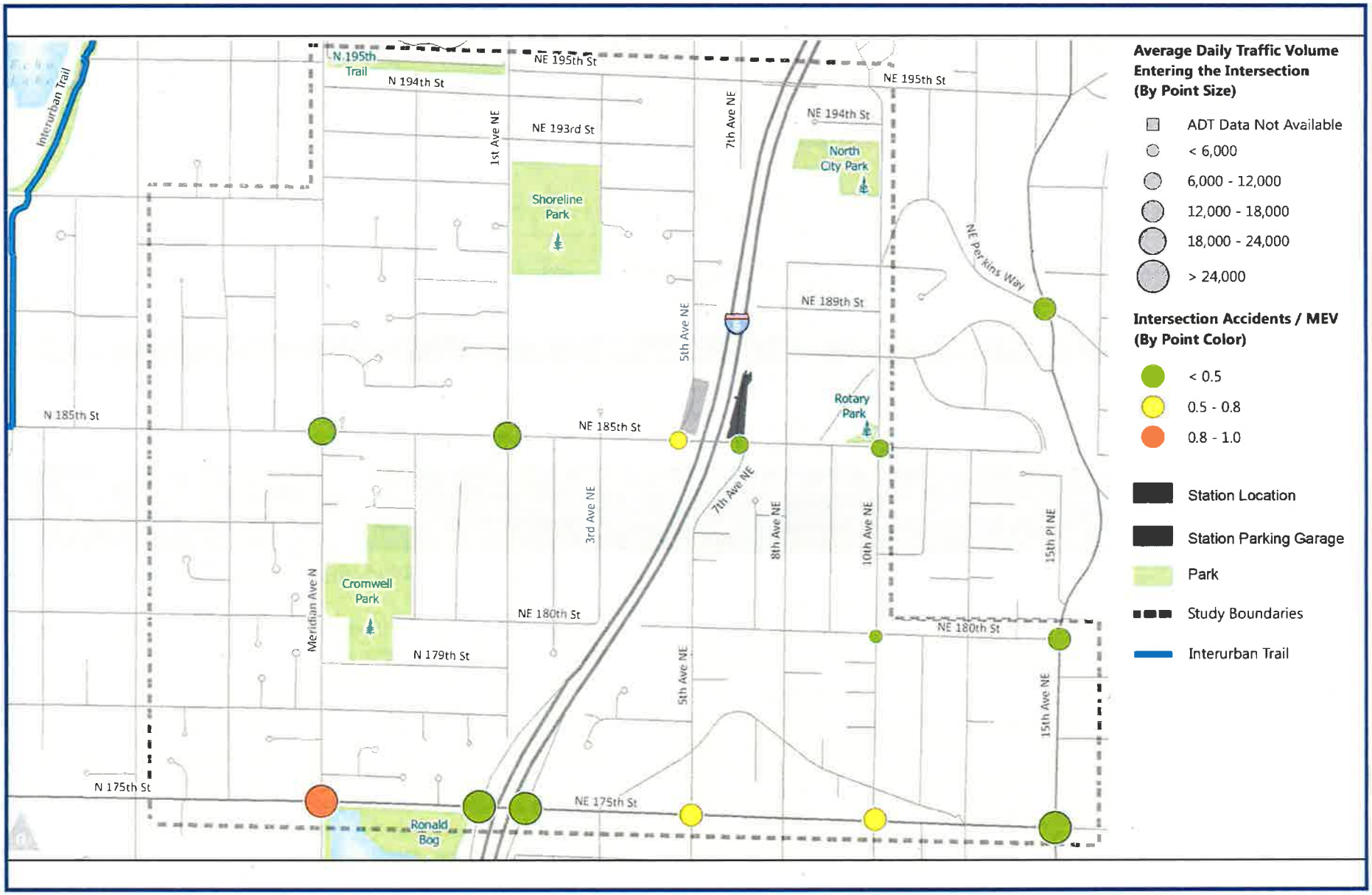


FIGURE 3-8: Accident Rate (Existing Conditions)

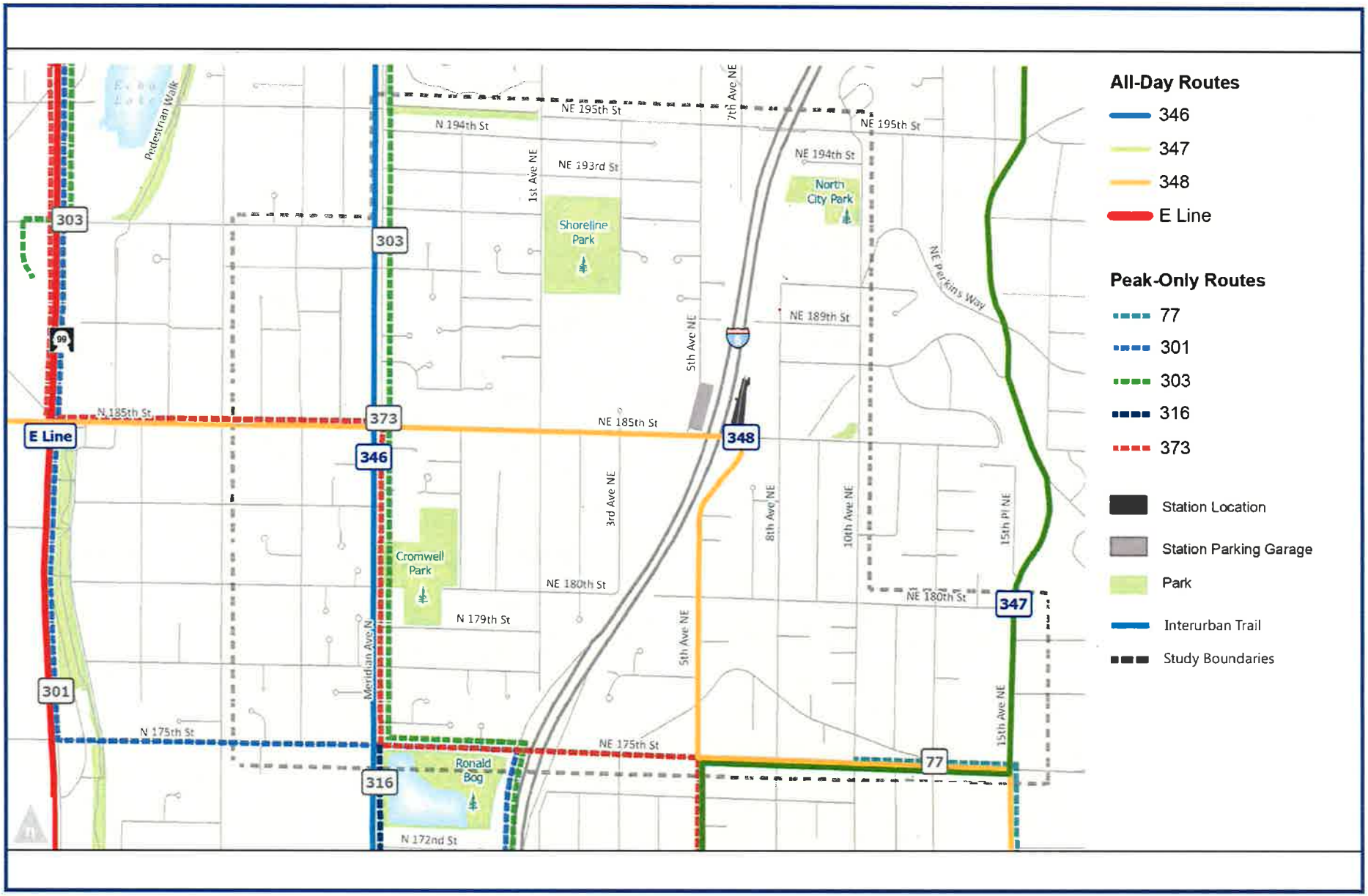


FIGURE 3-9: Existing Transit Service

PLANNED TRANSIT SERVICE

While the City of Shoreline does not have direct control over the transit service within its boundaries, a number of conceptual modifications with light rail deployment are identified in the Transportation Master Plan (TMP). This includes a potential diversion of existing routes to focus service on east-west connections to the station. As part of this process, the City will be engaged with Community Transit, King County Metro, and Sound Transit over the next two years as part of the development of a Transit Service Integration Plan (TSIP). Community Transit is considering the future 185th station as a potential route terminus for the Swift Bus Rapid Transit line, which provides service to Everett along SR-99, and this assumption was incorporated into the Sound Transit DEIS. The Sound Transit DEIS analysis also assumed that five King County Metro routes would serve the 185th Street station with 15 minute peak headways and 15-30 minute off-peak headways. While funding availability is a current issue for King County Metro, long-term transit funding may impact how bus service can be restructured.

EXISTING ON-STREET PARKING CONDITIONS

A substantial portion of the study area is residential in character and has no on-street parking restrictions. A survey conducted for the Sound Transit DEIS evaluated parking supply and utilization for an area within a quarter-mile of the proposed station[4]. The study determined that there were 700 unrestricted on-street spaces and 300 off-street spaces in total, with a utilization rate of 11 percent for the on-street spaces and 43 percent for the off-street locations. However, due to the limitations of the midday evaluation and the geographic area covered, a qualitative assessment was conducted for Shoreline's DEIS during the periods in which residential on-street parking utilization is typically higher, such as evenings and weekends. Within the entire study area, there are approximately 5,900 on-street spaces available. Utilization was observed to be between approximately 10 percent and 20 percent for a majority of the non-arterial streets, with higher utilization observed near the North City area[5].

[4] Data were collected mid-week in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

[5] Observations were conducted in May 2014 on a Sunday between 7 am and 8 am.

PARK-AND-RIDE FACILITIES

Currently there are a number of smaller lots leased by King County Metro for park-and-ride facilities located at the southern edge of the study area. This includes the 116 space lot at 1900 N 175th Street and the 25 space lot at 17920 Meridian Ave N. They are typically filled between 96 percent to over 100 percent of capacity on weekdays[6]. As part of the Lynnwood Link Extension Preferred Alternative, a 500 parking space facility would be located on the western edge of I-5 just north of NE 185th Street in the Washington State Department of Transportation right-of-way. The Sound Transit DEIS assumed that the garage would be fully utilized during the weekday daytime hours. During the PM peak hour, the DEIS estimated that 180 vehicles would exit the garage and 45 would enter. During the AM peak hour, it was estimated that 200 vehicles would enter the garage and 50 would exit.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Currently, there are limited bicycle and pedestrian facilities in subarea. **Figure 3-10** details the current sidewalk and bicycle infrastructure while highlighting some gaps in connectivity within the station area. Sharrows are present on some streets, but there are no bicycle lanes connecting the North City area or areas south of NE 175th Street to the proposed station. There are also limited sidewalks in the area, and although sidewalks exist on arterial streets (N-NE 185th Street, 15th Avenue NE, and others), some segments along these streets are in need of widening and repair.

Many of the local streets lack sidewalk coverage (although, it should be noted that traffic volumes tend to be low; so lacking sidewalk coverage may not be perceived as an issue). The neighborhoods within the subarea were primarily developed from the 1940s through the 1970s when the area was part of unincorporated King County. The street standards at that time did not require sidewalks, and as such, most of the non-arterial streets today do not have them. Bicycle lanes are not present on non-arterial streets either.

[6] King County Metro Park and Ride utilization report First Quarter 2014

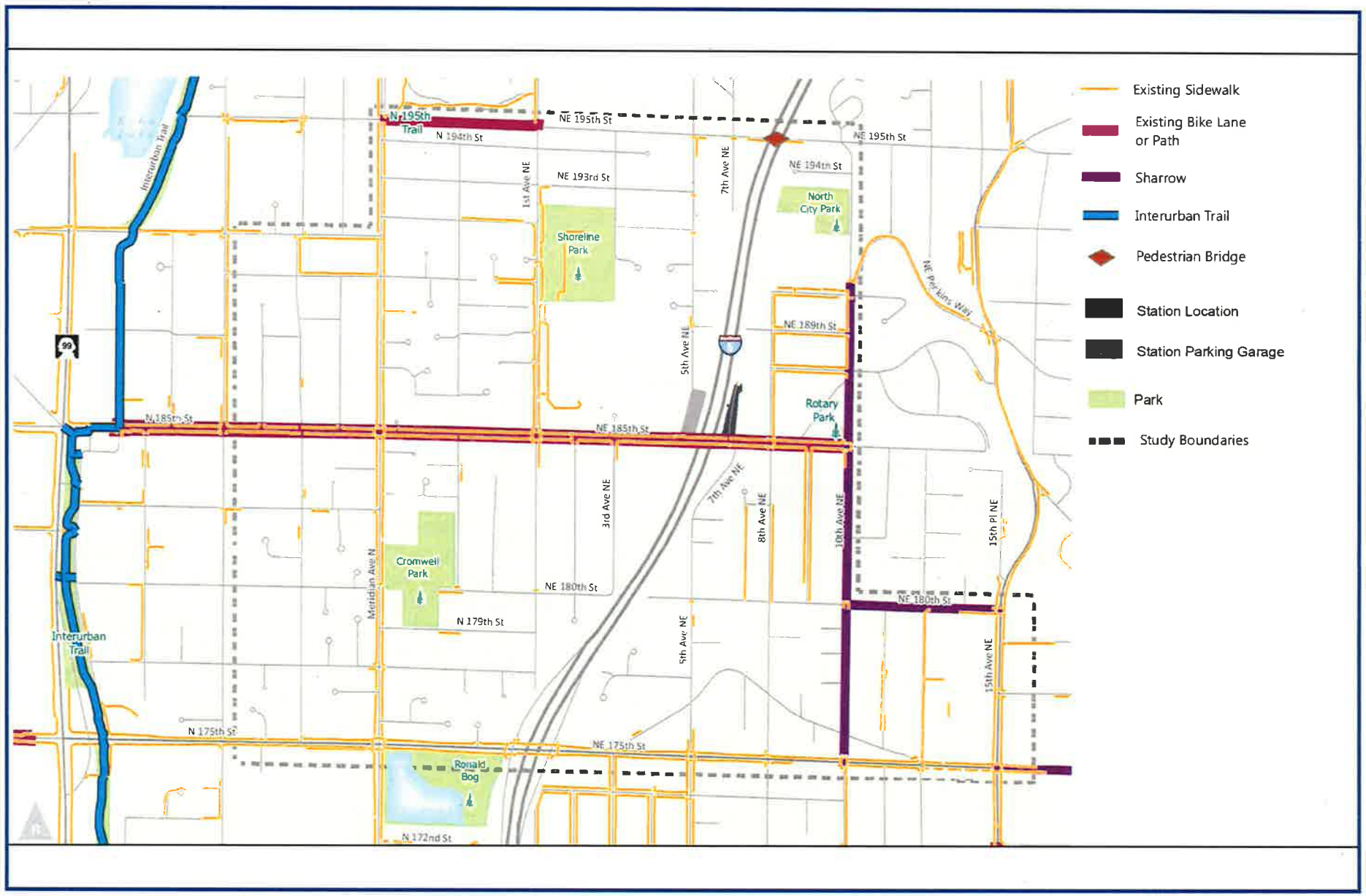


FIGURE 3-10: Existing Pedestrian and Bicycle Facilities

When the City of Shoreline incorporated in 1995, it assumed jurisdiction of this area. The City works with the community to identify and prioritize capital transportation and infrastructure improvements throughout the city through development of the TMP, Transportation Improvement Plan, and Capital Improvement Plan.

PLANNED MULTIMODAL TRANSPORTATION IMPROVEMENTS

PEDESTRIAN AND BICYCLE IMPROVEMENTS

The 2011 TMP identified a number of nonmotorized improvements within the subarea, some of which have recently been completed or are currently funded. The Interurban-Burke Gilman Connector on N-NE 195th Street, 10th Avenue NE and NE Perkins Way, as shown in **Figure 3-11**, is currently funded. This connector is a combination of on-street facilities, off-street trails and signage to assist cyclists in navigating between the two major regional trails. Sound Transit will need to reconstruct the NE 195th Street pedestrian and bicycle bridge that crosses Interstate 5, as construction of the light rail alignment will necessitate its removal. **Figure 3-12** details the City's Pedestrian System Plan contained within the TMP, including dedicated north-south connections along 5th Avenue NE and Meridian Avenue N. This plan includes both existing sidewalks as well as those needed in order to create a complete pedestrian network in Shoreline. Planned sidewalks would provide a connection from the light rail station to the North City neighborhood through NE 180th Street and 10th Avenue NE. The Lynnwood Link Extension Preferred Alternative includes pedestrian improvements to the NE 185th Street bridge in order to provide a more comfortable walking environment and to connect the parking garage with the station.

VEHICLE TRAFFIC IMPROVEMENTS

Figure 3-13 highlights projects identified in the TMP that are needed to accommodate future planned growth and maintain the City's adopted transportation level of service standard. The two intersections of N 175th Street and N 185th Street along Meridian Avenue N have been identified for improvements such as extended turn pockets, lane rechannelization and signal coordination. Plans also call for the reconfiguration of Meridian Avenue N to allow for a two-way left turn lane from N 145th Street to N 205th Street. N 175th Street would have a similar treatment from Stone Avenue N to Meridian Avenue N. The TMP also identifies re-channelization of NE 185th Street with a two-way left turn lane from 1st Avenue NE to 10th Avenue NE to accommodate future traffic growth. Sound Transit has listed in the Lynnwood Link DEIS the following potential traffic improvements, some of which are consistent with the City's TMP planned projects. These are shown in **Table 3-4**.

Table 3-4: Traffic Improvements Listed in Lynnwood Link DEIS, by Sound Transit

INTERSECTION	POTENTIAL MITIGATION
N 185th Street/ Meridian Avenue N	Add protected permissive phasing to the northbound and southbound left-turns
NE 185th Street/5th Avenue NE (west of I-5)	Add a two-way left-turn lane or refuge area on 185th Street
NE 185th Street/5th Avenue NE (east of I-5)	Add a two-way left-turn lane or refuge area on 185th Street
NE 185th Street/7th Avenue NE	Add a two-way left-turn lane or refuge area on NE 185th Street
NE 185th Street/10th Avenue NE	Add a right-turn pocket to the eastbound approach

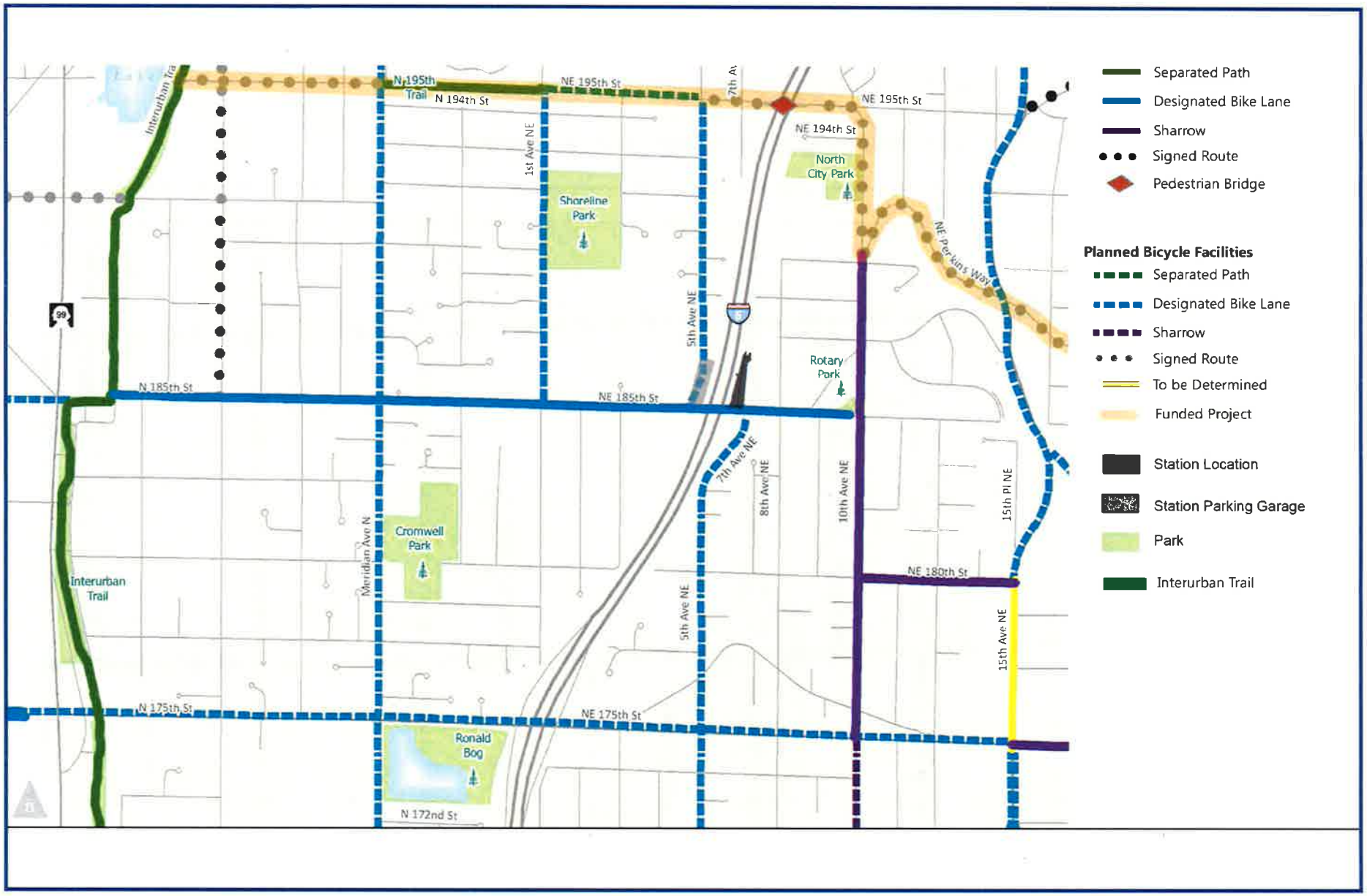


FIGURE 3-11: Bicycle System Plan from the Transportation Master Plan

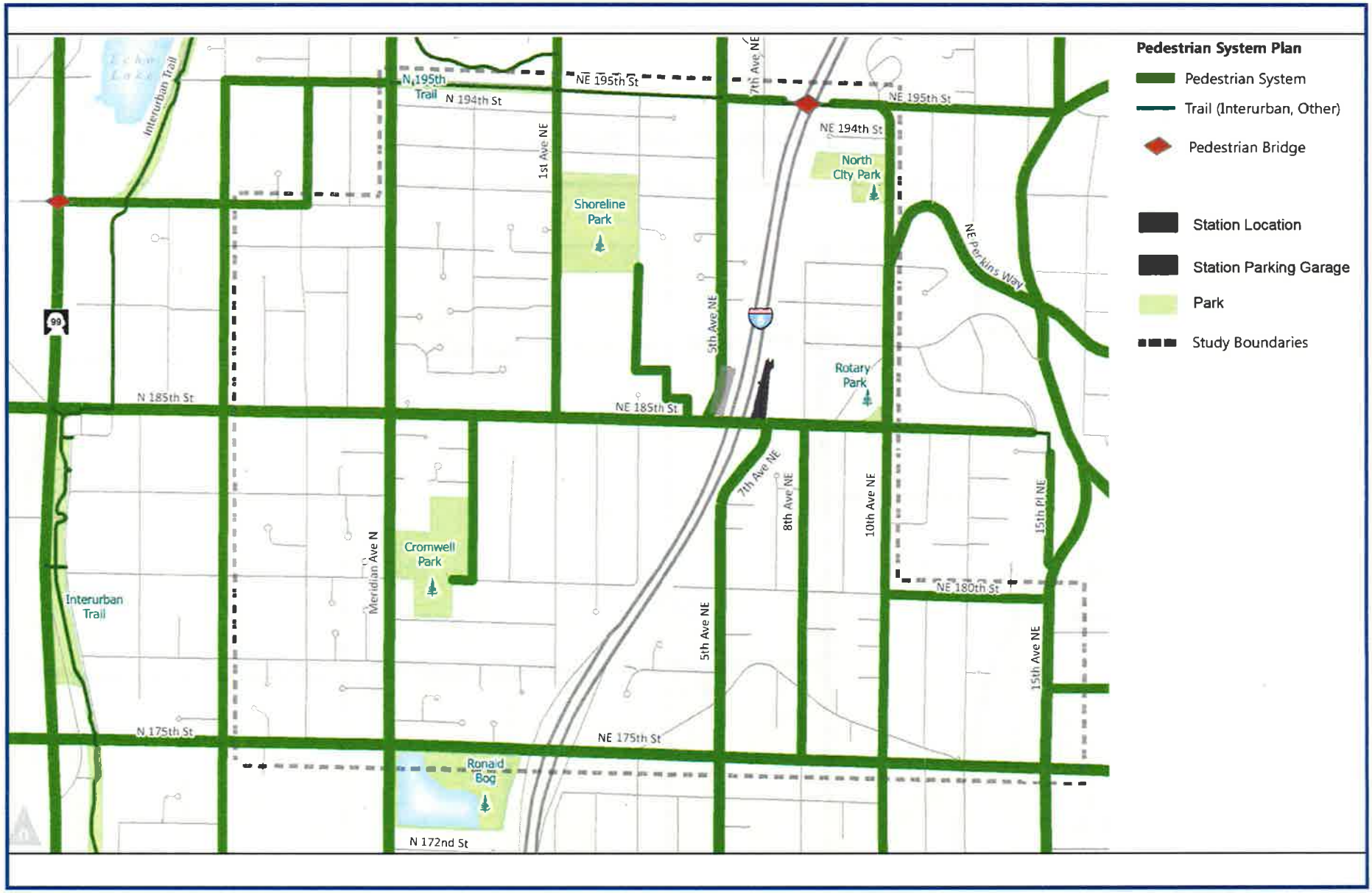


FIGURE 3-12: Pedestrian System Plan from the Transportation Master Plan

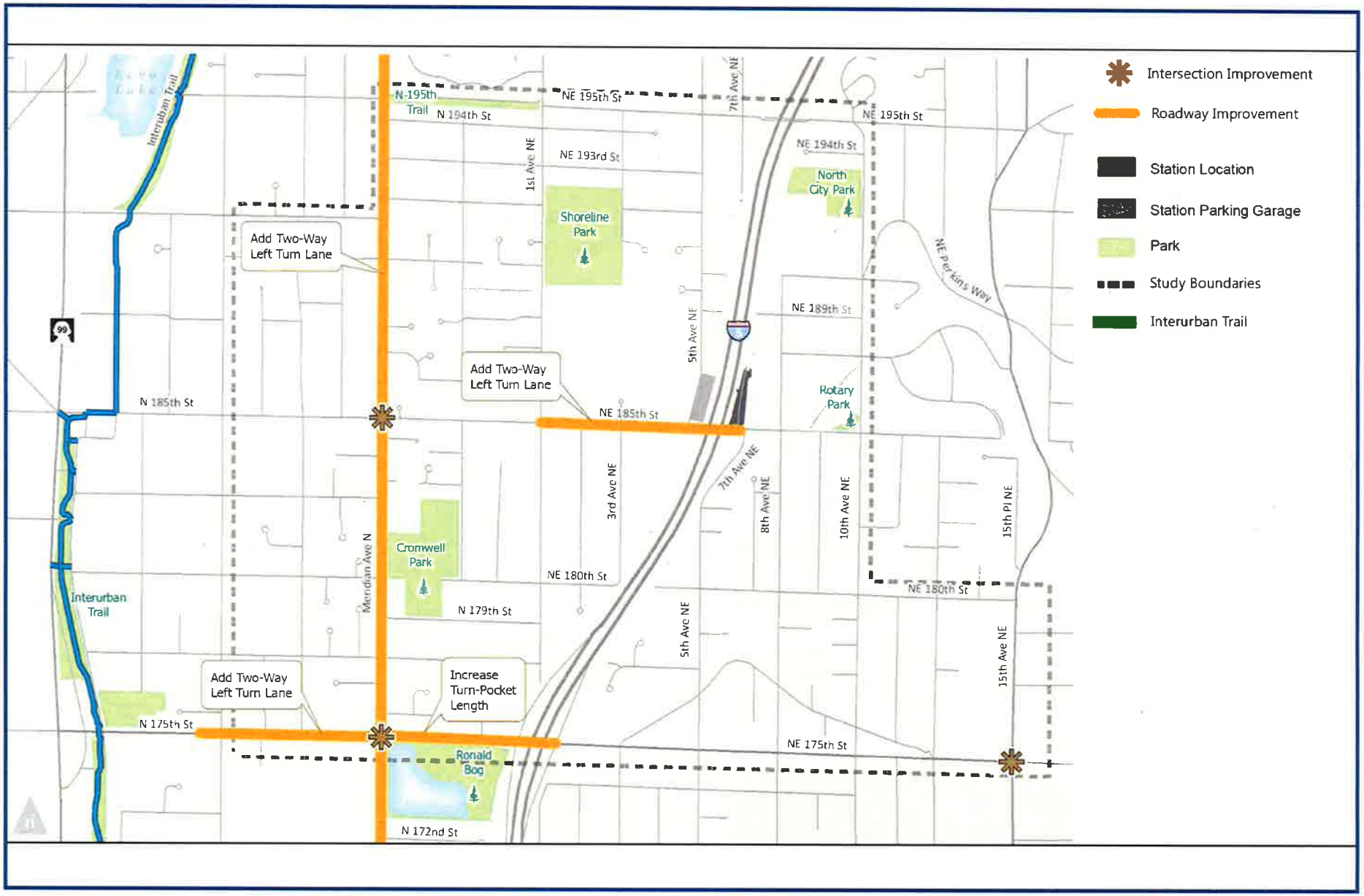


FIGURE 3-13: Roadway Improvements to Accommodate Growth Identified in the Transportation Master Plan

Existing Population and Trends

Shoreline's overall estimated population in 2013 was 54,790 based on information recently released by the US Census Bureau. An estimated 7,944 people live in the 185th Street Station Subarea, approximately 14.5 percent of the city's population.

Shoreline's population increased in the 1980s and 1990s but remained fairly stable between 2000 and 2010. Although the total population of Shoreline did not increase substantially up to 2010, the city has grown an average of slightly over 1 percent per year since 2010 based on US Census Bureau estimations.

In review of the demographic composition of the population, two trends are occurring, including greater race/ethnic diversity and aging of Shoreline's population. The largest minority population is Asian-American, composed of several subgroups, which collectively made up 15 percent of the population as of the 2010 Census. The African-American population, comprising 2,652 people, had the largest percentage increase, at 45 percent between 2000 and 2010, followed by people of two or more races, at 15 percent. Hispanics may be of any race, and this demographic increased 41 percent to 3,493. Additionally, foreign born residents of Shoreline increased from 17 percent of the population to an estimated 19 percent by 2010, as measured by the American Community Survey.

The median age of community residents increased from 39 in 2000 to 42 in 2010. "Baby Boomers", those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percent of people 65 and older among King County cities, at 15 percent. Among older adults, the fastest growing segment is people 85 and older, up one-third from 2000.

Families (two or more people related by birth, marriage, or adoption) declined from 65 percent to 61 percent of all households in Shoreline between 2000 and 2010. Non-family households increased from 35 percent to 39 percent of households. The number of people living in group quarters, such as nursing homes, adult family homes, and Fircrest increased by 9 percent between 2000 and 2010 based on the 2010 Census.

Bike lanes help to relieve congestion on local roads.

FORECASTED GROWTH

The central Puget Sound region is one of the fastest growing metropolitan areas in America. Seattle, Shoreline's neighboring city to the south, grew faster than any other major American city in 2013, according to the US Census Bureau, with approximately 18,000 people moving to the city in the one-year period. Seattle is the 21st largest city in the US. Seattle's growth rate from July 1, 2012 to July 1, 2013 was 2.8 percent, the highest rate among the 50 most populous US cities, bringing the total 2013 population to 652,405.

Washington State's overall population is currently 6,951,785 and is forecasted to grow by just above 1 percent per year through 2025 and then at less than 1 percent per year through 2040, according to the Washington State Office of Financial Management.

In looking at growth rates of regional cities, most communities in the Puget Sound region have grown at various rates, between less than 1 percent, to about 3 percent annually between 2010 and 2013.

Based on recent information released by the US Census Bureau, the 15 fastest growing cities in America with populations of 50,000 and larger (similar to Shoreline's size) grew between 3.8 percent (Pearland, Texas) and 8 percent (San Marcos, Texas) between 2012 and 2013.

While Shoreline's population was stable with little growth up to 2010, the population of the community is expected to continue to grow as more housing and employment opportunities are developed. Seattle and other regional cities are also forecasted to continue to grow over the next couple of decades.

GROWTH TARGETS

The King County Countywide Planning Policies (CPPs), adopted to implement the Growth Management Act (GMA), establish household growth targets for each jurisdiction within the county. Each target is the amount of growth to be accommodated during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional households; projected to 5,800 households by 2035 (200 households per year).

Applying Shoreline's current average household size of 2.4 people per residence, 5,800 new households equates to 13,920 new residents by 2035. Another recent target set by Puget Sound Regional Council (PSRC) calls for Shoreline to gain more than 7,200 new jobs by 2035, improving its jobs-to-housing ratio to 0.91. (Note: jobs-to-housing ratio and balance are discussed and defined later in this section.)

The City is required to plan for its assigned growth target and demonstrate that its Comprehensive Plan is able to accommodate the growth targets for households and employment. Sufficient land (zoning capacity) and strategies must be in place to show that there will be available housing and services for the projected population. The City of Shoreline has met these requirements through its Comprehensive Plan, which shows that growth targets can be met through citywide increases in housing and employment. Although the city has capacity to meet these growth targets with or without upzoning the station subarea, intensifying densities in proximity to the light rail station is smart growth, consistent with regional goals and policies, as well as those adopted by the City.

With more people living and working near high-capacity transit, Shoreline can better achieve the objectives of the Climate Action Plan and better meet the policies and provisions of the Comprehensive Plan and Transportation Master Plan. Adopted policies related to expanding housing and transportation choices and enhancing quality of life through better connectivity in the station subarea can also be realized.

The proposed zoning and proximity to high-capacity transit also could help to catalyze redevelopment and encourage higher rates of growth in the subarea than are currently being experienced citywide and regionally. A review of growth rates over the last ten years shows that the City has only recently been barely keeping pace with the growth target of 200 households per year within the last couple of years and is not yet meeting the jobs/employment growth target range.

Allowing for more dense growth near transit, rather than spreading anticipated households evenly throughout the city, would take the pressure off other single-family neighborhoods to accept additional households. New housing in the subarea would and should include transit-supportive densities. This would be accomplished through various types of multifamily and transit-oriented development (mixed use buildings, condominiums, apartments, townhomes, etc.). Attached single-family homes, cottage housing, accessory dwelling units, duplexes, triplexes, and other multiplexes would be expected to develop as a result of the proposed MUR-35 zoning, and this area of zoning would serve as a transition between the more intensive density in the station vicinity and the traditional detached single family neighborhoods in outer areas.

POPULATION IN THE SUBAREA

The existing estimated population within the 185th Street Station Subarea, including the TAZs associated with the subarea is 7,944. It is

Potential Housing Styles

important to note that the population figures (existing and forecasted) relate to the areas shown in this TAZ map, beyond the land use and mobility (multi-modal transportation) study area boundaries.

Recent plans for the Point Wells area have been presented by Snohomish County, which is going through a separate environmental analysis process to assess impacts of potential redevelopment. While potential population growth for Point Wells would occur outside the 185th Street Station Subarea, projected traffic in the subarea as a result of Point Wells development is assumed as part of the planning for transportation improvements.

ESTIMATED ANNUAL POPULATION GROWTH RATE FOR SUBAREA PLANNING PURPOSES

Based on population trends and forecasts, an estimated annual growth rate of between 1.5 percent and 2.5 percent has been assumed for the subarea. Given that the current average annual growth rate in Shoreline between 2010 and 2013 was just over 1 percent, it is anticipated that growth would increase to a higher annual percentage once zoning changes are adopted that allow redevelopment of higher densities. As such, 1.5 percent would appear to be a realistic lower-end estimate for annual growth in the subarea with the proposed zoning changes. Given recent growth rates for the City of Seattle (2013) and other cities in the region and nationally, 2.5 would appear to be a realistic upper-end estimate of annual growth potential for the subarea with the proposed zoning changes.

REDEVELOPMENT POTENTIAL AND TIMING

The potential for growth and timing of redevelopment will be influenced by various factors in the subarea, including development market factors and individual property owner decisions on the use of their properties. The largest site for redevelopment opportunity is the Shoreline Center. Although the Shoreline School District has no current plans for redevelopment of the site, proposed upzoning would maximize opportunities for future redevelopment.

North City Elementary is another opportunity site in the subarea. The School District has no plans for redevelopment of the site, which currently houses preschool and homeschooling facilities. Consistent with the District's policies, the current site functions are valuable to the neighborhood, and the potential need for a future school to serve increased population/households reinforces the importance of this site as a long term place of education. This site was removed from consideration to be rezoned.

There are several church parcels of larger size that would be suitable for additional growth in the near term, if property owners are interested in redeveloping and incorporating additional uses and development onto their site, or are willing to sell to an interested developer.

Most other properties within the subarea are smaller sized single family residential lots that would need to be aggregated into larger parcels to create an overall size suitable for redevelopment to the proposed zoning. As such, the change within the subarea would be anticipated to occur very gradually over many decades. As an example, even if the higher annual growth rate of 2.5 percent were to occur, it is estimated that it would take approximately 80 years to reach full build-out of proposed zoning, and it would take at least 125 years to reach full build-out at a 1.5 percent annual average growth rate.

CAPACITY BUILDING FOR THE FUTURE AND FOCUS OF THE PLANNED ACTION

Given the considerations discussed above, it is important to recognize that the 185th Street Station Subarea Plan will be a long-range plan to be achieved over generations. Proposed rezoning allows flexibility for redevelopment to occur in a variety of locations in the subarea based on property owners' interests and development market influences. While the 185th Street Station Subarea Plan will set the vision for what could occur over the long term, it also will define capital improvement project priorities to support potential redevelopment over the next 20 years, which is the established planning horizon. The plan will address possible phasing and priority locations for redevelopment and make specific recommendations for public investment in the subarea to support this first stage of growth.

In order to align the Planned Action with the 20-year planning horizon of 2035, 20-year growth targets have been set for the subarea plan.

Existing and Planned Housing and Household Characteristics

Planning for expected growth requires an understanding of current housing and household characteristics, economic and market trends, and demographics. Below is a summary of current housing and household characteristics in Shoreline including conditions related to affordability. Much of the information presented is based on the supporting analysis in the 2012 Comprehensive Plan for the City of Shoreline.

COMPREHENSIVE HOUSING STRATEGY

The demand analysis and housing inventory developed to support the Housing Element of the 2012 Comprehensive Plan meets the requirements of the Growth Management Act (GMA) and Countywide Planning Policies (CPPs) and complements past planning efforts, including the City's Comprehensive Housing Strategy, adopted by Council in February 2008.

The Comprehensive Housing Strategy was the culmination of work by a Citizen Advisory Committee formed in 2006 to address the city's housing needs. The strategy contains recommendations for expanding housing choice and affordability while defining and retaining important elements of neighborhood character, educating residents about the importance and community benefit of increasing local choice and affordability, and developing standards to integrate a variety of new or different housing styles within neighborhoods.

SHORELINE AND SUBAREA HOUSING INVENTORY

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Almost 60 percent of the current housing stock was built before 1970, with 1965 being the median year of home construction. Only 7 percent of homes (both single and multi-family) were constructed after 1999.

Over the last decade, new housing was created through infill construction of new single-family homes and townhouses, with limited new apartments in mixed-use areas adjacent to existing neighborhoods. Many existing homes were remodeled to meet the needs of their owners, contributing to the generally good condition of Shoreline's housing stock.

The characteristics of the 185th Street Station Subarea are consistent with those described for Shoreline overall, although the subarea has seen less infill construction and redevelopment activity than other areas of the city.

QUANTITY OF HOUSING UNITS, TYPES, AND SIZES

Single-family homes are the predominant type of existing housing and encompass a wide range of options, which span from older homes built prior to WWII to new homes that are certified through the Leadership in Energy and Environmental Design (LEED) program. Styles range from expansive homes on large view lots to modest homes on lots less than a 1/4 acre in size. In the station subarea, the predominant single family lot size is 8,000 to 10,000 square feet, and although much of the existing zoning in the subarea is Residential, six units per acre (R-6), the current built density of the subarea is approximately 2.7 units per acre.

According to the 2010 Census, there were 21,561 housing units within the City of Shoreline, an increase of 845 since 2000. About 73 percent of these housing units are single-family homes. Compared to King County as a whole, Shoreline has a higher percentage of its housing stock in single-family homes. See **Table 3-5**. In the 185th Street Station Subarea, including the TAZs associated with the subarea, it is estimated that there are currently 3,310 households.

While there are an increasing number of households in Shoreline each year, population levels indicate a potential trend toward decrease in household size. This is consistent with national trends. However, overall in King County, household size has remained stable since 1990 (see **Table 3-6**). Shoreline's average household size is currently 2.4 people per dwelling unit.

Senior Living

In Shoreline, the average number of bedrooms per unit is 2.8. Only 16 percent of housing units have less than 2 bedrooms. This compares with 21 percent of housing units with less than 2 bedrooms in King County. With larger housing units and a stable population, overcrowding has not been a problem in Shoreline.

The US Census reported only 1.6 percent of housing units with an average of more than one occupant per room, and no units that averaged more than 1.5 occupants per room (American Community Survey 2008-2010).

DEFINITION AND MEASURE OF HOUSING AFFORDABILITY

The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. When discussing levels of affordability, households are characterized by their income as a percent of the Area Median Income (AMI). The box on the next page highlights information pertaining to affordable housing metrics in Shoreline. **Figure 3-14** shows wage/income levels for various professions.

Affordable Housing Metrics for Shoreline

To understand affordability metrics, percentages of Area Median Income (AMI) are calculated. For example, The 2011 AMI for Shoreline was $66,476. Therefore, a household with that income would be making 100 percent of median; a household that made 50 percent of that amount ($33,238) would be classified at 50 percent AMI; a family making 30 percent of that amount ($19,943) would be classified at 30 percent AMI.

Families that pay more than 30 percent of their income for housing are considered "cost-burdened" and may have difficulty affording necessities such as food, clothing, transportation, and medical care.

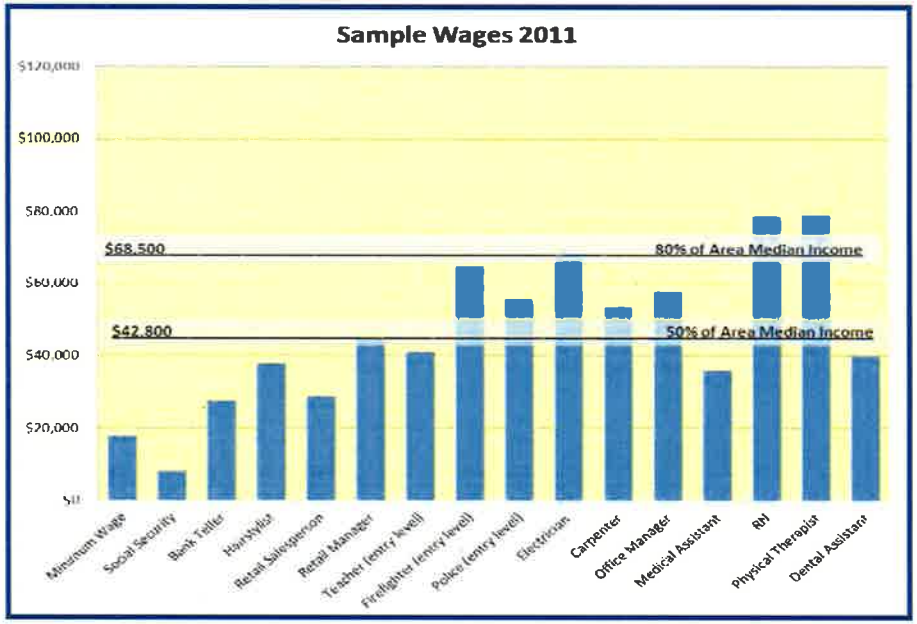


FIGURE 3-14: Income Levels/Sample Wages of Various Professions

HOUSING TENURE AND VACANCY

Historically, Shoreline has been a community dominated by single-family, owner-occupied housing. More recently, homeownership rates have been declining. Up to 1980, nearly 80 percent of housing units located within the original incorporation boundaries were owner-occupied.

In the 1980s and 1990s a shift began in the ownership rate. The actual number of owner-occupied units remained relatively constant, while the number of renter-occupied units increased to 32 percent of the city's occupied housing units in 2000, and nearly 35 percent in 2010. This shift was mainly due to an increase in the number of multi-family rental units in the community. Refer to **Table 3-7**.

A substantial increase in vacancies from 2000 to 2010 may partially be explained by apartment complexes, such as Echo Lake, that had been built but not yet occupied during the census count, or by household upheaval caused by the mortgage crisis. More recent data indicates that vacancies are declining (see discussion later in this section).

HOUSING DEMAND AND AFFORDABILITY

Housing demand is largely driven by economic conditions and demographics. Economic and market conditions have been assessed for the station subarea, and these are summarized in Section 3.1. Demographic characteristics influence market demand with regard to number of households; household size, make-up, and tenure (owner vs. renter); and preference for styles and amenities. For instance, young singles and retired people may prefer smaller units with goods, services, and transit within walking distance as opposed to a home on a large lot that would require additional maintenance and car ownership. It is important for Shoreline to have a variety of housing styles to accommodate the needs of a diverse population.

In 2010, about 61 percent of households were family households (defined as two or more related people), down from 65 percent in 2000. Approximately 30 percent were individuals living alone, an

increase from 26 percent in 2000. The remaining 9 percent were in nonfamily households where unrelated individuals share living quarters. Households with children decreased from 33 percent of households in 2000 to 28 percent of households in 2010. Single-parent families also decreased from 7.4 percent to 6.9 percent of households, reversing the previous trend of increasing single-parent families. Shoreline now has a lower percentage of households with children than King County as a whole, where households with children account for about 29 percent of all households, down from 30 percent in 2000. **Table 3-8** summarizes the changing characteristics of households.

A CHANGING COMMUNITY

In addition to the changes noted above, Shoreline's population is becoming more ethnically and racially diverse. In 2000, 75 percent of the population was white (not Hispanic or Latino). By 2010, this percentage dropped to 68 percent.

Shoreline's changing demographic characteristics may impact future housing demand. Newer residents may have different cultural expectations, such as extended families living together in shared housing. The increase in the number of singles and older adults in the community suggests that there is a need for homes with a variety of price points designed for smaller households, including accessory dwelling units or manufactured housing.

Demographic changes may also increase demand for multi-family housing. Such housing could be provided in single-use buildings (townhouses, apartments, and condominiums), or in mixed-use buildings. The need for housing in neighborhood centers, including for low and moderate income households is expected to increase. Mixed-use developments in central areas close to public transit will allow for easier access to neighborhood amenities and services, and could make residents less dependent on autos.

THE NEED FOR AFFORDABLE HOUSING

The GMA requires CPPs to address the distribution of affordable housing, including housing for all income groups. The CPPs establish low and moderate income household targets for each jurisdiction within the county to provide a regional approach to housing issues, and to ensure that affordable housing opportunities are provided for lower and moderate income groups. These affordable housing targets are established based on a percent of the City's growth target.

Table 3-7: Housing Inventory and Tenure

	2000	2010	Change 2000-2010
Total Housing Units	21,338	22,787	+1,449
Occupied Housing Units	20,716	21,561	+845
Owner-Occupied Units	14,097 68.0% of occupied	14,072 65.3% of occupied	-25 0.2% decrease
Renter-Occupied Units	6,619 32.0% occupied	7,489 34.7% of occupied	+870 13.1% increase
Vacant Units	622 2.9% of total	1,226 5.4% of total	+612 99.7% increase

Source: 2000 Census; 2010 Census

Table 3-8: Changing Household Characteristics in Shoreline

	2000	2010	Change 2000-2010
Total Households	20,716	21,561	+845
Households with Children	6,775 32.7% of total	6,015 27.9% of total	-760 11.2% decrease
Single-person Households	5,459 26.5% of total	6,410 29.7% of total	+951 17.4% increase
Households with an Individual over 65	4,937 23.8% of total	5,509 25.6% of total	+572 11.6% increase

Source: 2000 Census; 2010 Census

Table 3-9: Households by Income Level in Shoreline and King County

	Shoreline	King County
Very Low Income (<30% AMI)	3,154 (15%)	53,784 (13%)
Low Income (30%-50% AMI)	2,580 (12%)	52,112 (11%)
Moderate Income (50%-80%AMI)	3665 (17%)	76,279 (16%)
80%-120% AMI	4,443 (21%)	97,116 (19%)
>120% AMI	7,520 (35%)	216,821 (41%)

Source: 2008-2010 American Community Survey; King County Comprehensive Plan

The CPPs more specifically state an affordability target for moderate income households (earning between 50 percent and 80 percent AMI) and low-income households (earning below 50 percent AMI). The moderate-income target is 16 percent of the total household growth target, or 800 units. The low income target is 22.5 percent of the growth target, or 1,125 units. Of the current housing stock in Shoreline, 37 percent is affordable to moderate-income households and 14 percent is affordable to low income households (King County Comprehensive Plan, Technical Appendix B).

Assessing affordable housing needs requires an understanding of the economic conditions of Shoreline households and the current stock of affordable housing. Estimated percentage of households at each income level is presented in **Table 3-9**.

AFFORDABILITY GAP

The "affordability gap" is the difference between the percentage of city residents at a particular income level and the percentage of the city's housing stock that is affordable to households at that income level. A larger gap indicates a greater housing need. **Table 3-10** depicts the affordability gap.

Table 3-10: Affordability Gap

	Percent of Units Affordable to Income Group	Affordability Gap
Very Low Income (<30% AMI)	825 (3.9%)	11%
Low Income (30%-50% AMI)	2,116 (10%)	2%
Moderate Income (50%-80% AMI)	4,886 (23%)	N/A
80%-120% AMI	6,367 (30%)	N/A

Source: King County Comprehensive Plan

** Vacant units are not included in the analysis, since the affordability of vacant units is unknown.*

Where affordability gaps exist, households must take on a cost burden in order to pay for housing. Cost-burdened households paying more than 30 percent of household income for housing costs comprise 39 percent of homeowners and 48 percent of renters in Shoreline. Very low income cost-burdened households are at greatest risk of homelessness and may be unable to afford other basic necessities, such as food and clothing. The substantial affordability gap at this income level suggests that the housing needs of many of Shoreline's most vulnerable citizens are not being met by the current housing stock. Closing this gap will require the use of innovative strategies to provide additional new affordable units and the preservation/ rehabilitation of existing affordable housing.

In order to assess the relative status of housing affordability in the city, comparison cities in King County were selected based on number of households and housing tenure. Two cities (Sammamish and Mercer Island) with few renters were selected for comparison, along with two cities (Kirkland and Renton) with a higher proportion of renting households. To compare Shoreline to these cities and to King County, the number of households in each income group countywide was compared to the number of housing units affordable at each income level. **Table 3-11** shows the comparison of affordability gaps in these communities to Shoreline's.

Table 3-11: Comparison of Affordability Gap

	Very Low Income Affordability	Low Income Affordability Gap	Moderate Income Affordability Gap	80%-120% AMI Affordability Gap
Sammamish	12.1%	9.6%	10.1%	2.1%
Mercer Island	10.1%	8.9%	6.0%	6.7%
Shoreline	**8.6%**	**1.2%**	**N/A**	**N/A**
Kirkland	9.9%	4.9%	N/A	N/A
Renton	8.8%	N/A	N/A	N/A
King County	8.4%	N/A	N/A	N/A

Source: King County Comprehensive Plan

* Discrepancy with Table H-8 results from use of countywide household data for comparison with other cities and King County

Affordable housing at High Point in West Seattle

Figure 3-15 shows Affordable Housing Units by Income Group in a map that shows multiple factors related to housing affordability in various Shoreline neighborhoods, and this complexity warrants a description that is not included with other maps. The map shows average household income levels of various neighborhoods, by census tract. For each neighborhood, there is also a list that begins with the name of the neighborhood, and displays the number of houses whose assessed value would be considered affordable to various income groups. Recall that to be affordable, a mortgage and expenses, such as property tax, should not exceed 30 percent of the annual household income. The price range for housing that would be affordable for each income group is listed in the legend.

As an example, in the Meridian Park Neighborhood, one of the neighborhoods of the station subarea, the average household income in 2010 was $82,148. Within that neighborhood, there were 3 homes appraised below $99,720, which is the price a very low income household would be able to afford without exceeding 30 percent of their income. There are 735 homes appraised between $99,720 and $265,999, which is the price a low income household would be able to afford without exceeding 30 percent of their income.

FALLING HOME VALUES

As in much of the rest of the country, home prices in Shoreline fell during the Great Recession years, but have recently started to rise again. After increasing rapidly for over a decade, median sales price reached a peak in June 2007 at $375,300. The median sales price in December 2011 was $262,600, a decrease of 30 percent. See **Figures 3-16** and **3-17**. These charts reflect data from 1997 to 2010; more recent data was unavailable for this analysis. However, it is important to note that in the period of 2010 through 2014, home values have been on the rise in Shoreline and elsewhere throughout the region.

While decreasing prices lower the affordability gap for prospective buyers, they can also increase risk of deferred maintenance, vacancy, and abandonment. Although home and property prices are now increasing again, they have yet to reach peak levels of 2007.

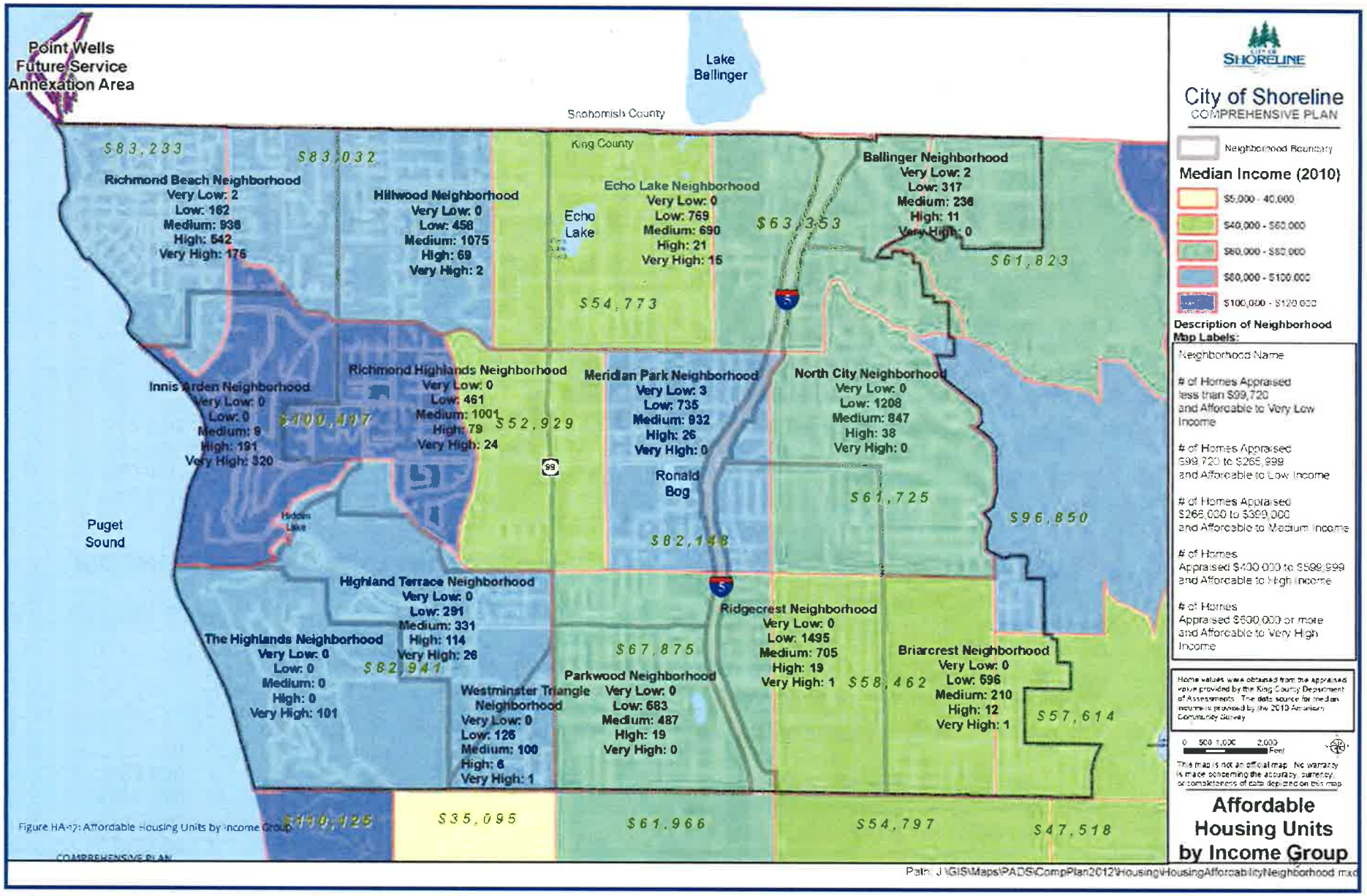
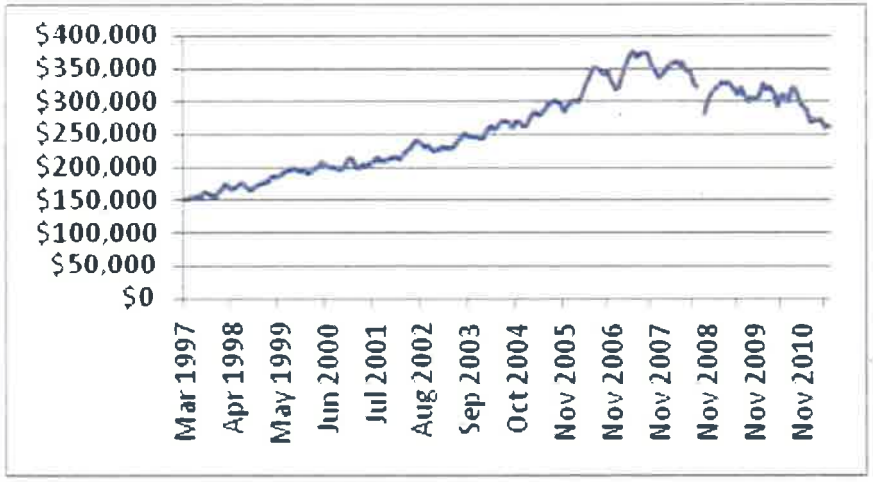


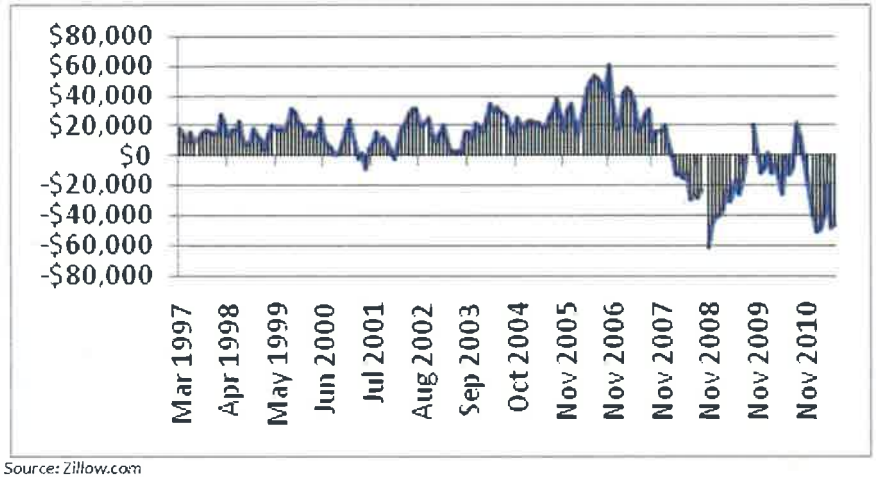
FIGURE 3-15: Affordable Housing Units by Income Group in Shoreline

FIGURE 3-16: Median Sales Price of Homes in Shoreline



Source: Zillow.com

FIGURE 3-17: Year-Over-Year Change in Median Sales Price



Source: Zillow.com

A SEGMENTED MARKET

While home prices have decreased citywide since 2007 and recently have started to rise again, there is a large discrepancy in the value of homes in the city's various neighborhoods. **Table 3-12** presents data extracted from home sales records used by the King County Assessor to assess the value of homes in various sub-markets within the city (the Assessor excludes sales that are not indicative of fair market value). Citywide data suggests that home values have continued to decline since 2010, though regional trends suggest the rate of decline is now slowing.

RISING RENTS

In contrast to the single-family market, apartment rents in Shoreline have stabilized near highs reached in 2009, and are likely to continue trending upward as vacancies decline. According to the most recent data available, the average rent increased from $859 in September 2007 to $966 in March 2012. Year-over-year trends in the Shoreline area rental market (which includes the cities of Shoreline and Lake Forest Park) are included in **Table 3-13** for 2008-2012. The increasing price of rental options may be limiting the city's attractiveness to new families, and the ability to provide affordable housing options for younger or fixed-income citizens and smaller households.

NEIGHBORHOOD QUALITY AND HOUSING CHOICE

Neighborhood quality and the availability of diverse housing choices to fit various income levels have a direct relationship to greater housing demand. The Citizen Advisory Committee of the Comprehensive Housing Strategy stressed the need to define and retain important elements of neighborhood character, while also providing housing choice. Some members of the community have expressed concern about density and design of infill developments and the impacts of these developments on existing neighborhoods. Some members of the community support additional density and infill development, either to

Existing single family homes off 6th Avenue

TABLE 3-12: Single Family Housing Prices

Neighborhood Area	Median Sale Price, 2010	Affordable Income Level*	Average Change in Assessed Value, 2010-2011
West Shoreline	$500,00	>120% of AMI	-2.8%
West Central	$341,500	115% of AMI	-6.0%
East Central	$305,000	100% of AMI	-6.9%
East Shoreline	$290,000	100% of AMI	-5.2%

Sources: King County Assessor 2011 Area Reports. 2011 HUD Income Levels

*Figures given are the percent of 2011 typical family Area Median Income required to purchase a home at the 2010 median p Affordable Housing Costs are based on 30% of monthly income. Figures are approximate. Additional assumptions were mu the affordability calculation.

TABLE 3-13: Shoreline Area Rental Market Rents & Vacancy Rates

	2008	2009	2010	2011	2012
Average Rent	$897	$977	$949	$934	$966
Market Vacancy*	2.7%	4.6%	7.1%	5.0%	4.0%

Source: Dupre+Scott, The Apartment Vacancy Report

**Market Vacancy excludes units in lease-up and those undergoing renovation*

preserve undeveloped land in rural areas, support transit, encourage business and economic development, increase affordability, and for other reasons. Regulations that implement policy recommendations in the Housing Element and Strategy should strive to balance these concerns and opportunities.

Housing choice refers to the ability of households in the city to live in the neighborhood and housing type of their own choosing. Housing choice is supported by providing a variety of housing that allows older adults to age in place and new families to be welcomed into existing neighborhoods.

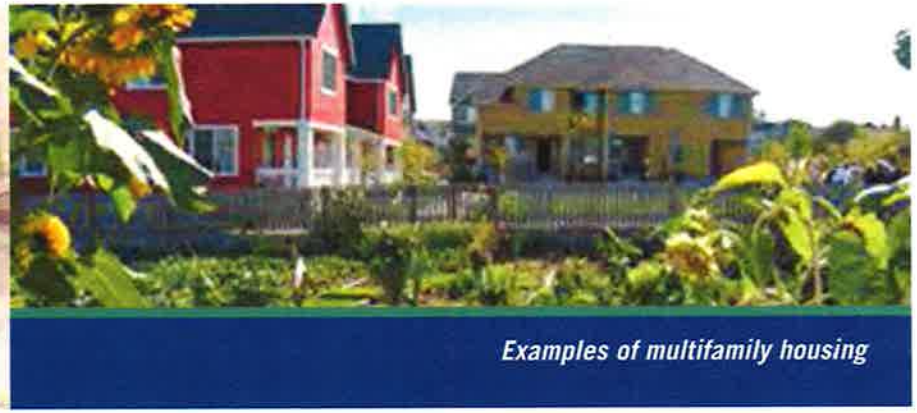
While Shoreline's single-family housing is in generally good condition and highly desirable for many, new housing close to neighborhood centers and high-capacity transit may be equally desirable to older adults, small households, or special-needs households with financial or mobility limitations.

Other benefits of locating housing in neighborhood centers and in close proximity to high-capacity transit include:

- Transportation cost savings;
- Improved fitness and health through increased walking;
- Lower costs for roads, utilities, and emergency services;
- Reduced road and parking costs;
- Reduced regional congestion;
- Energy conservation;
- Reduced emissions; and
- Preservation of open space.

GROW MANAGEMENT ACT (GMA) AND REGIONAL POLICIES SUPPORTING AFFORDABLE HOUSING

The City of Shoreline's policies and regulations related to affordable housing are summarized in the Shoreline Comprehensive Plan (2012)



Examples of multifamily housing

as well as Chapter 20.40.230 of the Development Code. It is also important to consider state and regional policies as guidance for subarea planning. The GMA specifically states that its housing goal is to:

"Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock."

King County CPPs also encourage affordable housing and the use of innovative techniques to meet the housing needs of all economic segments of the population, and require that the City provide opportunities for a range of housing types.

The City's Comprehensive Housing Strategy, adopted in 2008, recommended increasing affordability and choice within local housing stock in order to accommodate the needs of a diverse population. Demographic shifts, such as aging "Baby Boomers" and increasing numbers of single-parent or childless households create a market demand for housing styles other than a single-family home on a large lot.

Puget Sound Regional Council (PSRC) administers the Growing Transit Communities Partnership (GTC). In accordance with the goals of the PSRC and GTC, high-capacity station areas should consider adopting the affordable housing policies and provisions stated in PSRC's VISION 2040. A few are included below, for the full list, read their report, available at: *http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/read-the-full-growing-transit-communities-strategy/*

MPP-H-1 *Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.*

MPP-H-2 *Achieve and sustain — through preservation, rehabilitation, and new development — a sufficient supply of housing to meet the needs of low income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.*

MPP-H-3 *Promote homeownership opportunities for low-income, moderate income,and middle-income families and individuals.*

Affordable housing in Bend, Oregon

Market Outlook and Economic Development Potential

4

185th Street Station Subarea Plan

Summary of Key Findings of Subarea Market Assessment

A market assessment was completed in November 2013 by BAE Urban Economics for the 185th Street Station Subarea. The assessment identified the potential for Transit-Oriented Development (TOD) in the subarea through an analysis of potential market demand. The assessment also provided recommendations based on the location and characteristics of the station subarea and how these conditions relate to trends in Shoreline's current and future demographic and economic profile and development patterns.

Key findings of the market assessment are highlighted below, followed by a summary of background analysis and other information relevant to economic development potential in the subarea.

- Key target markets over time include Millennial Generation (Generation Y) and retiring Baby Boom Generation households seeking both for sale and for rent options, as well as a more mixed use urban environment.
- There is the potential to create transit-oriented development in proximity to the new light rail station and connect it via an enhanced corridor (N-NE 185th Street/10th Avenue NE/NE 180th Street.) This corridor connects the Aurora Avenue N/Town Center at the west side of the subarea and the mixed-use node in North City along 15th Avenue NE at the east side of the subarea. The proximity of the core commercial area in North City to the proposed light rail station presents an opportunity to enhance access for pedestrians, bicycles, and local transit along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor, as well as other streets in the subarea. The corridor also connects to Aurora Avenue N approximately one mile from the proposed light rail station. Improvements enhancing transportation for all modes along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor would enhance residents' access to and from the new station, as well as to and from retail and neighborhood services.
- 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. Approximately 700 units would represent 15 percent of the new residential growth that PSRC projects for all of Shoreline through 2035. This is a conservative estimate and the residential demand could be higher within the next 20 years if the subarea were to capture more of the city's projected residential growth. There also would be additional longer-term demand beyond this. The redevelopment of the Shoreline Center site, west of I-5, would serve an important role in the station subarea's overall growth over the long-term.

- A variety of residential types could be supported around the station subarea. Housing that includes a mix of for sale and for rent options (condominiums, apartments, townhouse and row house units, various other types of multifamily, attached single family buildings, small single family clustered housing/cottage units, etc.) would appeal to a variety of income levels, household sizes, and residents' interests. Another potential product type based on Shoreline's aging population would be age-restricted (55+) housing.
- In the initial years of neighborhood redevelopment, after the light rail station is operating, it is anticipated that the demand for retail would be focused on convenience-oriented retail serving transit riders and residents and located at the transit station (once the station is operating). The station area currently lacks retail uses, with the nearest neighborhood retail located just over one-half mile away on 15th Avenue NE. The city's primary commercial corridor on Aurora Avenue N is located about one mile away. A small amount of retail at the station could support the needs of transit riders and local residents.

  The station location is too far away from other commercial hubs and lacks I-5 access to draw some types of retail. However convenience-oriented, neighborhood retail uses (e.g. coffee shops, cafes, sundries, personal services, etc.) located at the station, or within a direct sight line between the station and parking structure, would maximize access to transit riders and immediate area residents and have the greatest potential. Over the longer term, as more housing develops in the subarea, it is anticipated that there would be a demand for more neighborhood-serving retail uses and services along key corridors. More demand for neighborhood-serving retail and services would be driven by increased population and households in the subarea.

  Adopting zoning that would allow conversions of single family homes along major corridors for these types of uses (e.g. homes converted to dental office, tax accountants, coffee shops, etc.) would help to serve the transitioning demand over time.
- There appears to be limited potential for office or other types of institutional uses. Shoreline does not currently have a substantial office market and is positioned between much larger office markets in Lynnwood and North Seattle. Most existing office space is geared toward local-serving professional and service firms. The lack of direct access to/from Interstate 5 is another limiting factor for office/employment uses; although location at the light rail station could be beneficial depending on where employees live.
- The existing development pattern of the station area and its location create challenges for larger mixed-use redevelopment. For these reasons, it is anticipated that redevelopment will happen very gradually, over many decades. Key challenges include:
  - The difficulty of assembling sites for development in the single-family neighborhoods given current parcel sizes.
  - Development interest is likely to be more focused on the Aurora Avenue N and 15th Avenue NE/North City corridors because they are established locations that already offer a mix of housing types and retail choices. Interest in station sites is likely to increase as available development sites in North City become more limited.
  - The site with the single greatest potential is the Shoreline School Center site property west of I-5. The School District has no current plans to redevelop or sell this site and has expressed interest in retaining the property and maintaining community uses there with the understanding that land may be needed for development of future schools and educational uses. Without redevelopment of this site, new development around the station area would face challenges of site assembly (addressing the need to assemble multiple parcels to create a site large enough for redevelopment into multifamily/mixed use).

Background Analysis

The 185th Street Station Subarea Market Assessment involved a study of TOD potential, including identifying key opportunities around the planned light rail station, and addressing potential impacts that TOD development might have on property values and property taxes.

In order to project future development potential, the analysis supporting the market assessment used local demographic and market data for a defined primary and secondary trade area. The primary trade area represented the immediate vicinity within which the real estate markets compete, while the secondary trade area represented the largest area within which real estate projects compete with each other for tenants based on market prices and amenities.

Markets considered were for those uses consistent with mixed-use TOD and included residential (rental and for-sale), retail, and office space. While no public agency or institutional uses (i.e. mission-driven rather than market-based uses) were identified during this study, demand from such users may still arise in the future.

Starting with defined primary and secondary trade areas, the analysis then profiled the local population and household characteristics to define the current economic base for each geography compared to a benchmark geography. This approach provided insight into the differences between the trade areas and the larger region, the types of opportunities this may present, and what types of future development would be best positioned to realize market potential.

The analysis included a review of existing real estate market conditions for each use, using recent reports, including work for Sound Transit by Kidder Matthews, published real estate market data, a field evaluation of the trade areas and competitive locations, and an analysis of recent lease and sale transactions. This information can help to provide insight into the general strength of the local real estate markets to determine whether there is existing pent up demand for any uses, or an inventory of vacant space that would need to be absorbed before new development could occur.

Celebrate Shoreline at Cromwell Park

Hayward Station transit-oriented development concept, Bay Area, CA
Source: BAR Architects and Bay Area Economics

Finally, the analysis incorporated existing conditions data and growth projections from the Puget Sound Regional Council (PSRC) Growing Transit Communities project. This analysis evaluated the development potential around the planned NE 185th Street Station and determined opportunities for the station area to capture a greater share of projected growth. Key influencing factors and findings of the analysis are described in more detail below.

HALF-MILE PROXIMITY TO STATION

New transit stations often spur new development and/or redevelopment in their immediate vicinities when there is market support for new types of denser, mixed use TOD, as well as supporting City actions such as rezoning to accommodate market demand. These effects are generally limited to a half-mile radius or ten-minute walking distance around stations, often the focus of planning for station areas/subareas. Research has confirmed that the half-mile distance/ten-minute walk is generally the outer limit of how far people are willing to walk to and from a high-capacity transit station.

Within the station subarea, the market can support higher density residential, as well as ground floor active uses (retail, commercial, etc.) that will attract pedestrians heading to and from transit.

A PLACE OF TRANSITION

The amount of new development or redevelopment that can occur around a new station depends not only on proximity to the station, but also on a wide variety of factors. Redevelopment potential around light rail stations is influenced by local population, housing, and employment trends and forecasts, household characteristics, the strength of the existing real estate market, local real estate trends, and other factors. Existing conditions in the station subarea, proximity to commercial hubs and corridors, proximity to daytime population centers, proposed land uses, and the level of improvements to support a walkable district also are important factors.

When stations are located in suburban and low-density residential areas, with a considerable distance from more densely populated areas, they are often designed with park-and-ride facilities to serve as an access point for local commuters to use transit to commute to their places of employment.

In the case of the planned NE 185th Street Station, the subarea is a place of transition. If there were no change to current land uses, the low density single family neighborhoods would not generate the level of ridership sufficient to support the light rail system. As such, the City is adopting rezoning that will transform the station subarea into an urban village with higher densities and a variety of housing choices and mixed use development. Rezoning of the station subarea will attract redevelopment over time, although there will be challenges related to assembling individual properties to create a site of sufficient size for TOD.

Sound Transit also is planning for this station to be a receptor for commuters of the area, via a 500-car park-and-ride structure to be built in conjunction with the station. After the station and park-and-ride structure are built, customers to the location would generate some demand and opportunities for a small amount of commuter-oriented retail near the station.

PRIMARY AND SECONDARY TRADE AREAS

The primary trade area for the planned NE 185th Street Station Subarea includes an approximate one-mile radius around the station, located within the City of Shoreline. (See **Figure 4-1**.) New development or redevelopment near the station would draw most of its support from local residents and businesses in the city. The secondary trade area includes the rest of the city, as well as northern King County and southern Snohomish County communities, including North Seattle, Woodway, Edmonds, Esperance, Mountlake Terrace, and Lynnwood. New development or redevelopment would capture some support from this larger area. The demographics and characteristics of the primary and secondary trade areas were compared to the larger King County region to provide insight into the differences between the trade areas and the region, the opportunities it presents, and the types of development that can best capture market potential.

DEMOGRAPHIC, ECONOMIC, AND REAL ESTATE MARKET TRENDS

Shoreline is a stable middle class suburban community of 54,000 that saw minimal growth in population and households from 2000 – 2010, compared to King County, which grew more than 11 percent during the same period. The population and household trends in Shoreline through 2010 were influenced by the economic recession as well as the lack of redevelopment of housing. While opportunities to develop multifamily housing have existed along the Aurora Avenue corridor and in North City, through 2010 there was minimal activity in this market. In recent years, multifamily projects have been developed in these areas, spurring more growth in the city than occurred during the last decade. With rezoning around the planned light rail transit stations, there will be additional opportunities for new residential development, providing more housing choices in the community and contributing to its growth and economic well-being.

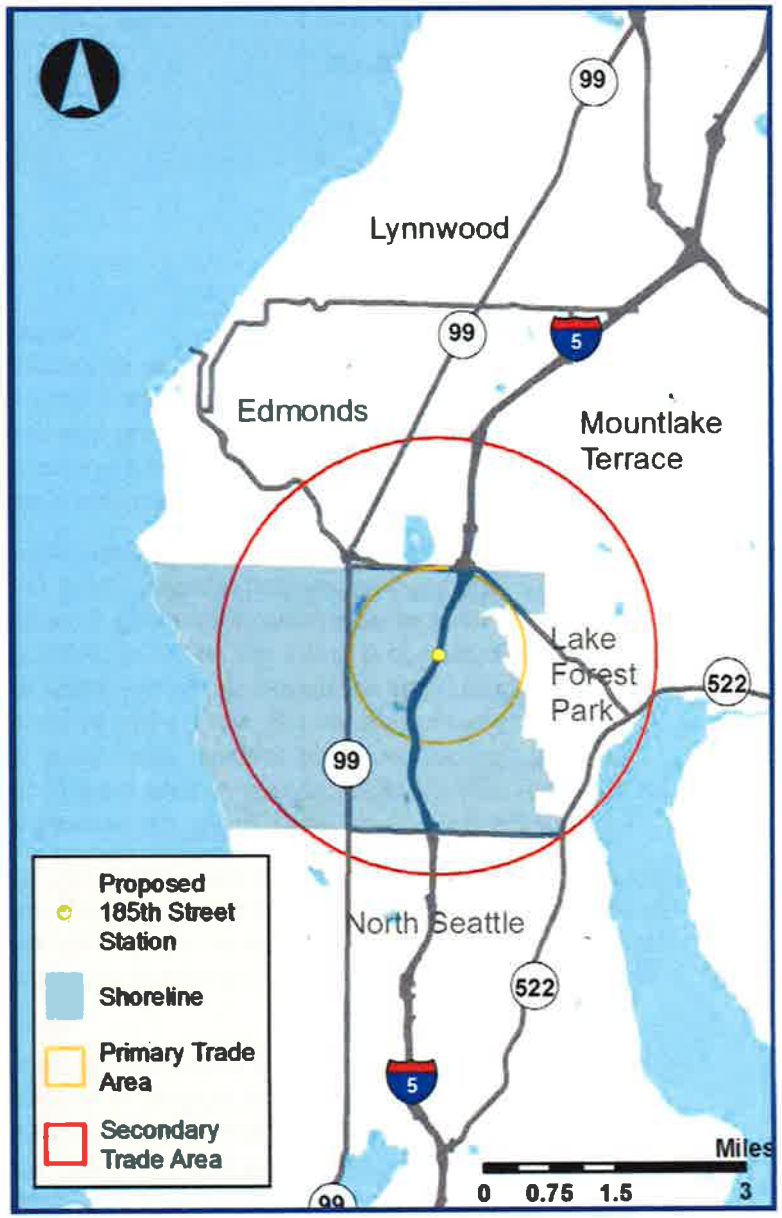


FIGURE 4-1: Shoreline Trade Areas

Single Family Housing on 5th Avenue

Shoreline's demographics are generally comparable to those of King County and attractive to a wide range of developers and retailers. Because the community has a primarily residential character, with substantial destination retail to the north in Lynnwood and to the south in North Seattle, its local economy is primarily oriented to serving local residents. A similar pattern applies to office uses, with substantial office clusters in Lynnwood and North Seattle attracting these users.

Refer to Chapter 3 of the subarea plan for more information on population, housing, and employment trends and projections.

HOUSING CHARACTERISTICS—Shoreline's housing stock reflects its older suburban character. Although the community's history dates to the 1890s, much of it was developed post-WWII in the 1940s, with suburban neighborhoods that were largely built out by 1989. With much of the housing stock reaching 50 to 60 years or more, some residents either have been making substantial renovations to their homes, or demolishing existing homes to build new ones. Single-family homes represent more than 70 percent of the total residential units in the city. Both King County and the Trade Area have substantially greater proportions of multifamily housing than Shoreline.

The lower proportion of multifamily units in Shoreline suggests potential opportunities for two types of new housing products. The first product type is age-restricted multifamily units, such as The Blakely apartment project recently developed in Shoreline and now leasing. The second product type would include multifamily units that feature a higher proportion of smaller units, targeted at young adults who have grown up in Shoreline and are looking to form their first households, as well as other Millennial households from elsewhere in the county who are looking for more affordable and well located rental residential units. The proposed zoning for the subarea will provide opportunities for development of these housing types.

RETIRING BABY BOOMERS AND EMERGING MILLENNIALS—Shoreline's population has been aging, resulting in an increasing proportion of seniors and a decreasing proportion of children in households. In 2000, over 22 percent of the population of Shoreline was under the age of 18. By 2010, the same age cohort made up only 19 percent. This is indicative of national trends in demographics, including the population of various generations of Americans.

The Baby Boom generation, which includes people born between 1946 and 1964 (as well as Later Boomers from 1956 to 1964) is the largest generation in America. Generation X includes people born between 1965 and 1980 and is significantly smaller than the Baby Boom generation. The Millennial generation, also known as Generation Y includes people born from 1980 to about the year 2000, and is often called the "Echo Boom" generation because like the Baby Boom generation it is also a large population (although not as large as the Baby Boomers).

It appears that Shoreline is experiencing these shifts in generation population levels more intensely than other areas in King County. The declining rate of children under 18 is more dramatic in Shoreline (-3 percent), compared to both King County (-1.6 percent) and the Trade Area overall (-1.1 percent). This suggests that Shoreline's population is growing older at a faster rate than the surrounding region due to a

larger percentage of residents that are of the Baby Boom generation. The sharp increase in the proportion of the Shoreline population over the age 55 suggests that Baby Boomers are aging in place in Shoreline at a greater rate than King County overall. King County residents aged 55-64 grew by less than four percent between 2000 and 2010, compared to a six percent increase in Shoreline.

These demographic trends will influence the housing market and demand in the station subarea. Retiring Baby Boomers looking to downsize but wanting to remain in the Shoreline community may be interested in some of the housing types that could redevelop in the station subarea.

The trend of homeowners aging in place has been influencing school populations and household size. Even though Shoreline is known as having one of the better school districts in the region, the percentage of children under the age of 18 has been decreasing significantly in recent years. Household size also decreased between 2000 and 2010 to the current level of 2.4 people per household. This decrease in household size in Shoreline reflects both a shrinking percentage of households with children as well as a rise in single-person households.

These factors also will influence the demand for new housing types in the station subarea that may appeal to smaller households and single-person households. At the same time, there is a strong interest in providing family-friendly housing and amenities for families and children in the subarea (parks, trails, play areas, etc.) This, along with Shoreline's reputation for good schools and an expected shift in the demographic trends in the coming decades with more Millennials (Generation Y) buying and renting homes, may result in an increase in the number of households with children in the subarea. As addressed in the environmental analysis completed for the subarea plan, it is anticipated that there will be a growing demand for schools in the coming decades as the station subarea redevelops.

As members of the Millennial generation emerge into the market as home buyers and renters, a shift in the types of homes they are interested in for their families will be evident. Studies are showing that Millennials are less interested in larger suburban homes and more interested in living in smaller homes in urban neighborhoods that are more walkable and provide opportunities to live closer to work and spend fewer hours commuting.

GROWING INTEREST IN URBAN INFILL HOUSING AND MIXED USE—The Urban Land Institute (ULI), a national professional organization for developers, real estate investors and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014 forecast of "development prospects," ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring Baby Boomers and emerging Millennial home buyers and renters are creating a higher demand for urban infill housing and mixed use. Based on recent studies by ULI and others, both of these types of consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles.

While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact, mixed use qualities may be most desirable. In a recent national survey "American in 2013: Focus on Housing and Community" ULI found that among all adults polled (including Baby Boomers and Millennials), the quality of public schools, parks and recreation opportunities, walkability, and short distance to work or school all ranked as important or very important.

Most research is showing that on the whole, those in the Baby Boom generation will be relocating to smaller, lower maintenance homes in locations that have more services close by. According to Age-Related Shifts in Housing and Transportation Demand: "When older householders do move, they are more likely to move into higher density housing than middle-age adults...There are a number of indications that baby boomers are more likely than younger adults to have a preference for more walkable locations, public transit, and higher density living." This trend is very important for Shoreline, which already has a high percentage of older residents.

Art and Swim Camp at Shoreline

With new housing opportunities in the station subarea, Shoreline's older residents could choose to age in place in the community but move to a smaller home requiring less maintenance. With Shoreline's reputation as a livable community (good schools, parks, trails, and other amenities), more families with children likely will be attracted to new housing opportunities in the station subarea. These trends, along with the Baby Boomer and Millennial generations' growing interest in living in urban neighborhoods, will influence the demand for housing in the station subarea.

Creating a transit-oriented, walkable district with a variety of housing choices to fit varying income levels will be important. Over time, the success of the station subarea will be tied to its ability to transform into a safe, accessible, and vibrant place with services and amenities for residents of all ages and households of varying size (for singles, couples, and families).

INCOME AND EDUCATION

Shoreline is a solidly middle to upper-middle class community with high levels of educational attainment, similar to the region. Similar to King County (54 percent) and the Trade Area (50 percent), over half of the City's population has a college degree. The high education level corresponds to higher household incomes across all geographies, compared to the US.

The median income of Shoreline residents of $67,000 falls between the $71,000 of residents of King County overall and the $59,000 of residents of the Trade Area. The relative similarity between Shoreline and King County means that Shoreline has the potential to be attractive to a full range of retailers.

EMPLOYMENT

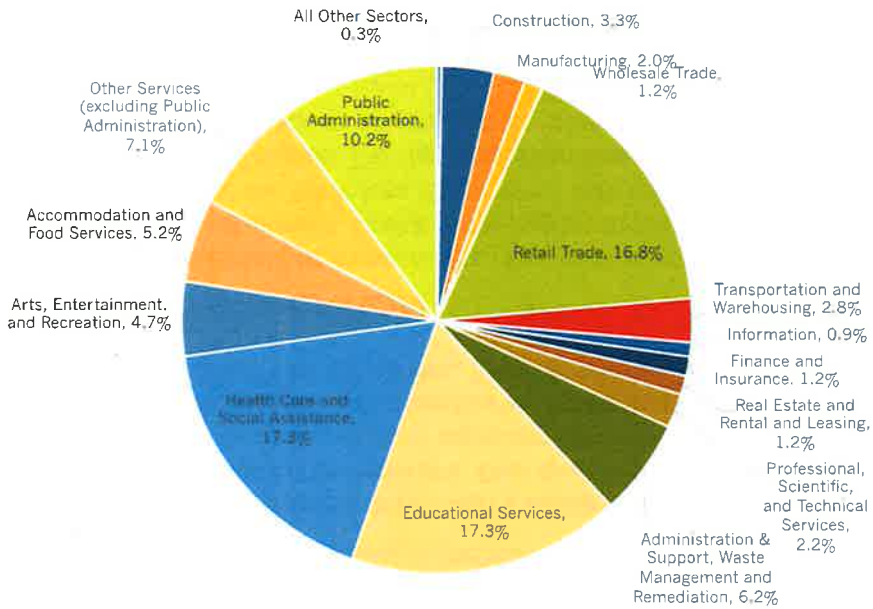
Employment data are derived from the Longitudinal Employer-Household Dynamics (LEHD) program, which is provided by the US Census Bureau. In order to protect the confidentiality of worker and employers, LEHD introduces a small amount of statistical "noise" for smaller geographic units. As a result, LEHD data may not match data from other sources.

Shoreline's local economy is improving, and its employment base is dominated by the Education Services, Health Care and Social Services, and Retail Trade sectors.

In 2011, Shoreline had an estimated 17,212 jobs, representing a 5.3 percent increase from the number of jobs in 2002. This was a greater increase compared to the Trade Area's 3.2 percent increase. However, it was half the rate at which jobs grew in King County (11.7 percent). In 2011, Shoreline's largest industries included the Education Services, Health Care and Social Assistance sectors (17.3 percent each), Retail Trade (16.8 percent), and Public Administration (10.2 percent). These industries support the city's residential base and contribute to its desirability as a livable community. All other individual industries made up less than 10 percent of the job market. As local residents continue to age, the health care sector should continue to generate new local jobs to meet their needs. **Figure 4-2** shows employment in Shoreline by industry type.

In 2011, the largest sources of jobs located in Shoreline were in the Educational Services, Health Care and Social Assistance, and Retail Trade sectors. As the population continues to age, the health care sector will continue to be a generator of local jobs and an amenity to aging residents, and will create support for additional development.

FIGURE 4-2: Shoreline Employment by Industry, 2011



COMMUTE PATTERNS AND JOBS-TO-HOUSING RATIO—As a suburban community, Shoreline has a lower jobs-to-housing ratio at 0.75 than King County at 1.4. The result is that 82 percent of Shoreline residents commute to jobs in other communities. At the same time there are more than 11,000 people who work in Shoreline that commute from homes in other communities. This substantial cross-commuting is a significant contributor to vehicle miles traveled and peak period traffic congestion. PSRC forecasts that Shoreline will add another 7,000 jobs by 2035, which will bring the jobs-to-housing ratio up to .91.

REAL ESTATE MARKET TRENDS

OFFICE MARKET TRENDS—Shoreline has a limited office market that primarily includes smaller professional and other service firms oriented towards local residents. Shoreline is an in-between market compared to Seattle north of Downtown and Lynnwood, which have much larger office markets that accommodate a range of corporate users and regional offices. Businesses with larger office needs seek vacant space in the Seattle and Lynnwood markets because of their existing office clusters, and because they offer the larger floor plates such businesses typically seek. Shoreline's smaller and older office buildings are not competitive with Class A and B space available in the Seattle and Lynnwood markets, and serve a niche for locally oriented businesses that want to be located in Shoreline.

According to CBRE's Second Quarter 2013 local market report, the North Seattle/Interbay office submarket that includes Shoreline had a vacancy rate of just over 10 percent (with a vacancy rate of nearly 24 percent in the adjacent Lynnwood / Edmonds / Mountlake Terrace submarket). Shoreline's relatively lower rents of $22.50 per square foot per year (full service gross) indicate lower demand than other locations in the Trade Area that can support higher rents.

Since Shoreline's economy is based around educational services, health care services, and retail trade, near-term demand for office space is most likely to be driven by increased demand from these sectors.

RETAIL MARKET TRENDS—Highway 99/Aurora Avenue N is Shoreline's central retail corridor, with considerable potential for transformation into a mixed-use urban setting that can accommodate additional retail. The corridor contains much of Shoreline's retail in various types of shopping center and highway oriented configurations. It is in the beginning stages of the market-based redevelopment into a more urban mixed-use area, with new dense mixed-use residential projects. This redevelopment can be encouraged through a nodal approach that identifies major and minor nodes along the corridor based on their development potentials.

Promoting nodal development at busier intersections that already draw Shoreline residents can catalyze redevelopment along the corridor more quickly than disparate project-by-project development.

As new development and the introduction of RapidRide E Line bus rapid transit attracts new households and other uses, this will create the potential to attract new retailers, particularly food, dining, and other types of specialty retail that target households seeking a more urban lifestyle. At the same time, overall retail demand in Shoreline, particularly for destination retailers, will continue to be constrained by the city being located in-between overlapping trade areas for the Alderwood Mall in Lynnwood and the Northgate Mall in North Seattle, and the retail and entertainment uses clustered around these locations (as noted in **Table 4-1** showing the analysis of retail leakage from the City's Comprehensive Plan).

Most new retail in Shoreline will continue to be local-serving; Aurora Avenue N has the potential to attract some larger format retail uses. According to the Kidder Matthews Second Quarter 2013 Seattle Retail Real Estate Market Review, within King, Snohomish, and Thurston counties, vacancies are down and rents have stabilized since 2012. Construction is beginning to come back, but the market first needs to absorb vacant space at current rents before tenants will pay rents that can support new development. Developments with an anchor tenant can support triple-net (NNN) rents ranging between $25 and $30 per square foot per year, while those without anchors can support NNN rents that range between $15 and $25 per square foot per year.

Table 4-1: Shoreline "Sales Leakage"

RETAIL SECTOR	% OF RESIDENT DOLLARS SPENT ELSEWHERE
Health and Personal Care Stores	41%
Clothing and Clothing Accessories Stores	91%
General Merchandise Store	71%
Foodservice and Drinking Places	37%

(Note: NNN rents do not include property taxes, insurance costs, or maintenance fees that are charged to tenants separately.)

RESIDENTIAL MARKET TRENDS—As discussed previously, Shoreline has been primarily built-out as a single family residential community to date. The city's housing stock mostly consists of older homes built in the middle to late 1900s, although some new residential development has been occurring in the form of denser multi-story mixed-use residential with active ground floor units. New multifamily development has been constructed recently along Aurora Avenue N and the 15th Avenue NE corridors. There is considerable potential for larger, obsolescent properties along Aurora Avenue N, and to a lesser extent 15th Avenue NE, to accommodate future residential growth.

Between 2000 and 2012, Shoreline's residential inventory increased modestly, by 7.6 percent, even with no net population growth, compared to a more than 16 percent increase in residential units in King County. As noted earlier, the substantial decrease in household size helps explain growth in housing units even with no net increase in population.

Most of this growth (68 percent) came from the development of multifamily units, compared to 54 percent of county units. This suggests that the market is already responding to meet the needs of smaller households.

Single Family Housing

Home prices in Shoreline cover a fairly broad range, as shown in **Table 4-2**. Median home prices in the past year have increased considerably in central and eastern Shoreline, at a rate nearly double that of King County; however they have remained essentially flat in the western area of Shoreline. As the housing market continues to strengthen, much of Shoreline continues to be attractive to potential homebuyers looking for a greater value than other areas in the County. Amenities, such as Shoreline's high-performing school district, RapidRide E Line BRT, and the coming Lynnwood Link extension will contribute to strengthening demand for existing and new housing in Shoreline.

Table 4-2: Median Home Price, Shoreline and King County, 2012-2013

	2012	2013	% Change 2012-2013	Sales Volume	% Change
King County	$349,772	$383,000	9.5%	9,982	20.3%
City of Shoreline (a)					
West - 98177	$463,950	$450,000	-3.1%	109	21.1%
Central - 98155	$260,718	$317,175	17.8%	160	18.5%
East- 98133	$261,120	$320,000	18.4%	192	17.8%

Note:
(a) Zip codes 98177, 98155 and 98133 for the city of Shoreline include portions of northern Seattle city.

Source: DQNews; BAE, 2013.

Multifamily Housing

Multifamily units represent most of the new housing being developed in Shoreline and King County. Much of this has been in the form of new mixed-use residential development with ground floor commercial space (leasable for office or retail use), both in Shoreline and in adjacent communities, such as with the Arbor Village mixed-use project in Mountlake Terrace.

Shoreline currently has three new mixed-use residential developments in the initial lease up stage along the Aurora Avenue N and 15th Avenue NE corridors, and there are several such projects further south along Aurora Avenue in North Seattle.

There are currently 3,248 units under construction, planned, or proposed within the Trade Area, suggesting a very active market for this use. There will be potential to develop additional housing in Shoreline, particularly within walking distance from the new Lynnwood Link stations as well as near stops on the Metro RapidRide E Line BRT.

Rental Units

By and large, one and two bedroom units represent the bulk of new development, representing 43 percent and 40 percent of total units, respectively. In the Trade Area, apartment rents range from $940 per month for a 420 square foot studio built in 2012 to $2,300 for a 1,380 square foot two-bedroom/two-bathroom unit built in 2013. Occupancy rates exceed 90 percent, indicating a relatively healthy rental market.

Condominiums

According to DataQuick, a third party data vendor that collects County Assessor data, 113 condominiums sold in Shoreline between December 2012 and September 2013. Median sale prices ranged from $82,000 for a one-bedroom unit to nearly $470,000 for a unit with four or more bedrooms. This represents existing condominium units; although the residential market has not recovered to the point of supporting new condominium development in Shoreline. When it does, prices for new units are likely to be somewhat higher than these figures (with the pricing constraint being the value of existing single-family residential units).

Housing Style Opportunities

Supportable Station Area Development and Product Types

MULTIFAMILY RESIDENTIAL

Regional projections indicate that there will be demand through 2035 for approximately 4,700 to 5,000 new housing units in Shoreline. Shoreline is well positioned to capture this projected growth, and potentially exceed it, because of the convenient access it offers to Downtown Seattle, new types of housing choices, and the quality of its schools. Assuming that the subarea would absorb approximately 15 percent city's residential growth, this would equate to a demand for just over 700 units. However, the demand is likely to be higher as improvements are completed in the subarea and more land becomes available for redevelopment. Given the vision to create a high quality urban transit-oriented community, it is highly likely the subarea would absorb more than 15 percent of Shoreline's residential growth over the long term.

Based on the market analysis and growth projections, multifamily residential units present the greatest potential for new development. Because Shoreline is relatively built out, developers will need to provide the residential units to meet demand including new townhouse, condominium, and apartment projects, as well as senior housing.

Denser projects are needed to generate sufficient development value to make it feasible for developers to acquire already improved existing properties that have higher values than vacant sites. PSRC projects that the Trade Area will need 19,692 new residential units by 2035, approximately 4,700 of which will be located in Shoreline. There are currently 3,248 units under construction, planned, or proposed within the Trade Area.

There will be potential to develop additional housing in Shoreline, particularly within walking distance from the new Lynnwood Link stations as well as near stops on the Metro RapidRide E Line BRT.

CONVENIENCE RETAIL POTENTIAL

There is also development potential for a small amount of convenience retail to serve residents and transit users. Demand for commercial uses around the NE 185th Street Station will be limited due to the distance from the new station to other arterials and Shoreline's commercial areas.

PROXIMITY TO AURORA AVENUE N

Aurora Avenue N, Shoreline's primary commercial corridor, located one mile from the planned station at I-5 and the NE 185th Street Station, means that it will be difficult to attract new retailers who will have a preference for being located in active retail areas (and setting aside the lack of existing sites suitable for retail development). This suggests that new retail development around the new NE 185th Street Station should not be targeted at destination retail, but rather retail uses that are viable based on demand in the immediate area, combined with new transit users. A location at the new transit station would be preferable in order to capture the greatest amount of this local and transit-oriented customer base. This could include small scale food and beverage uses, such as a coffee shop/café, small scale convenience stores, and personal services (dry cleaning, repair shops, etc.).

PARCEL ASSEMBLY CONSIDERATIONS

The lack of readily available development sites, and the existing low density single family residential character of the station area, means that parcels will need to be assembled to create viable development sites. The Shoreline Center site, owned by the Shoreline School District, west of I-5, and the existing small scale repair shop at the intersection of NE 185th Street and 10th Avenue N are among the best immediate candidates for redevelopment.

Other new development would require site assembly. The parcels adjacent to NE 185th Street, from the new NE 185th Street Station to 10th Avenue N, provide a reasonable opportunity for site assemblies of three to five parcels that could accommodate multifamily projects of approximately 30 to 40 units, depending upon the size of the assembly and the density that is allowed. Site assemblies of one or two parcels could support cottage houses, 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.

Neighborhood at 10th Avenue and 195th Street

To the extent the City is able or willing to undertake land assembly, it could increase developer interest in the area. Minimum or contingent zoning that only provides density for infill TOD-type development once a certain parcel size has been achieved (e.g. one acre or more) could enhance interested neighbors in working with each other to facilitate site assembly.

SHORELINE CENTER SITE

The Shoreline Center site, with the existing Shoreline Conference Center and other uses, is the single best potential development site. A challenge with this site will be, incorporating or replicating elsewhere the School District Offices (could be a ground floor use in new mixed-use development), community uses, sports fields and other recreational facilities, and office tenants that are currently on the site. Other portions of the school site could be redeveloped for new housing, pending analysis by the School District to determine future facility needs. Until the School District identifies what portion of the site it would be willing to make available for new uses, it will be difficult to generate interest from developers.

Seattle City Light Corridor

POWER TRANSMISSION LINES

Linear rights-of-way occupied by electrical transmission towers exist in the subarea and are not available for development of housing or other uses (other than open space and possibly some recreational use such as paths and trails beneath the lines). The transmission lines also could be a deterrent to adjacent redevelopment due to aesthetic issues. The City of Shoreline should continue to coordinate with Seattle City Light to explore options for relocating or reconfiguring the transmission lines in a way that is less intrusive to redevelopment potential. If undergrounding were feasible, this would benefit redevelopment potential; however the lines are of a size that may make undergrounding financially infeasible.

TRANSIT-ORIENTED DEVELOPMENT POTENTIAL REPORT BY SOUND TRANSIT

Sound Transit retained Kidder Mathews to prepare the Lynnwood Link Extension Station Area Transit-Oriented Development Potential report in 2013. This report included a preliminary market assessment of the demand for office space, multifamily housing, retail space, and lodging. The findings of the TOD Development Potential report were generally consistent with the findings of the 185th Street Station Subarea Market Assessment.

The Potential Impact of Transit on Property Values and Property Taxes

How implementation of light rail and rezoning might affect property values and property taxes in the subarea was a common question of existing homeowners during the planning process.

The potential for a new transit station to increase land values for properties adjacent to it is a topic that has been researched extensively over the past two decades in conjunction with the construction of numerous light rail and heavy rail systems across the US, often in the context of determining a "value premium" that can be "captured" to contribute to system financing. While use of "value capture" for financing is not envisioned for the Lynnwood Link extension, the research that has been conducted on this topic provides information to address questions raised by Shoreline residents near the new station site as to what impact the station might have on their property values, and potentially their property taxes.

VALUE PREMIUM IMPACTS

A substantial amount of research and analysis has been undertaken by policy experts to track and document the effects of fixed guideway transit systems (term includes heavy rail and light rail) on property values. This topic has commanded so much attention because many policymakers believe that fixed guideway transit systems create a value premium, i.e. an increase in property values or related economic factors as a result of the increased access and desirability of the land served by the fixed guideway transit. If increased value can be linked to the transit investments, a portion of this increase sometimes has the potential to be "captured" up front in the transit development process, and converted to a funding source for public improvements that support the transit system.

Numerous studies have used statistical models and other methods to examine whether premiums exist for real estate prices or lease rates near transit stops, particularly for commuter and light rail systems. A summary of various fixed guideway transit value premium studies was published in 2008 by the Center for Transit Oriented Development, a non-profit organization associated with Reconnecting America. Entitled *Capturing the Value of Transit*, the publication reviews the concepts associated with this topic, and summarizes the findings of more than 20 analyses of the effect of fixed guideway transit on different land uses around the US. Many of these studies, in turn, identified a range of value premiums associated with fixed guideway transit, and utilized a variety of techniques to come to this conclusion. The range of findings from the wealth of literature indicates that this topic presents challenges in distilling conclusions applicable directly to other locations. The *Capturing the Value of Transit* analysis found that the studied areas experienced increases in property values as shown in **Table 4-3**.

While **Table 4-3** focuses on those studies that found a premium, the report also describes a study that found negative impacts on value associated with fixed guideway transit. A 1995 study, by Dr. John Landis at the University of California, Berkeley, found that values for single family homes within 900 feet of light rail stations in Santa Clara County were 10.8 percent lower than comparable homes located further away. No value premium could be identified for commercial properties within one-half mile of BART stations in the East Bay of the San Francisco Bay Area. Compared to other research though, the potential for decrease in values is rare and likely influenced by other factors.

One of the most thorough analyses conducted after 2000, when contemporary fixed guideway transit systems had established their resurgence as a modern, desirable form of transportation in urban America, was conducted by Dr. Robert Cervero at the University of California, Berkeley. This study, a survey of other studies covering

Table 4-3: Range of Value Premiums Associated with Transit

	Range of Property Value Premium		
Single Family Residential	**+2% w/in 200 ft of station** *(San Diego Trolley, 1992)*	to	**+32% w/in 100 ft of station** *(St. Louis MetroLink Light Rail, 2004)*
Condominium	**+2% to 18% w/in 2,640 ft of station** *(San Diego Trolley, 2001)*		
Apartment	**+0% to 4% w/in 2,640 ft of station** *(San Diego Trolley, 2001)*	to	**+45% w/in 1,320 ft of station** *(VTA Light Rail, 2004)*
Office	**+9% w/in 300 ft of station** *(Washington Metrorail, 1981)*	to	**+120% w/in 1,320 ft of station** *(VTA Light Rail, 2004)*
Retail	**+1% w/in 500 ft of station** *(BART, 1978)*	to	**+167% w/in 200 ft of station** *(San Diego Trolley, 2004)*

Notes:
VTA Light Rail is the Santa Clara, CA Valley Transportation Authority
BART is Bay Area Rapid Transit
Source: Capturing Value from Transit (Center for Transit Oriented Development, November 2008)

only housing value premiums associated with fixed guideway transit, found that among the seven locations (Philadelphia, Boston, Portland, San Diego, Chicago, Dallas, and Santa Clara County), value premiums ranged from 6.4 to over 40 percent. The authors concluded that value premiums depended on a variety of factors, including traffic congestion, local real estate market conditions, and business cycles.

Transit in Europe can also provide insight to ways of measuring value capture. A study of 15 light rail systems in France, Germany, the United Kingdom, and North America measured housing prices, residential rent, office rent, and property values in each of the cities, concluding that there was a positive value premium in all but two cities. These two cities initially experienced negative value impacts from fixed guideway transit due to the noise associated with the light rail system. Technological improvements have since reduced noise levels and most modern light rail systems are fairly quiet.

One key aspect of the literature is the separation of fixed guideway transit's impacts on existing real estate versus its impacts on new development. In many situations, once a fixed guideway transit system is planned, local governments also increase zoning densities or implement policies that densify allowable development. This makes sense, because fixed guideway transit allows the movement of people without commensurate automobile traffic impacts. However, studies of value premiums often face the challenge of controlling the analysis for changes in zoning (to allow for denser development) and the effects of related development policies. Conversely, increases in allowable development through denser zoning, even in the absence of fixed guideway transit, will almost always result in a higher land value, because a developer can build more units on the same site under the increase in allowed density.

Based on the analysis of value premiums, and considering the range of outcomes for previous projects, it would be reasonable to assume a potential value premium ranging from five percent up to 10 percent for properties located within one-half mile of the new transit station (one-half mile is considered the point at which resident interest in walking to a transit station substantially decreases). This value premium would represent a one-time increase in values that would be associated with a new transit station, and would also capture the benefit of changes in zoning and other City implementation actions to encourage TOD projects.

PROPERTY TAX IMPACTS

An increase in property values does not result in a proportional increase in property taxes (e.g., a five percent increase in property value leading to a five percent increase in property taxes) due to the overlapping effects of three state constitutional and statutory measures:

- One-Percent Constitutional Limit: the State Constitution limits the regular combined property tax rate for all agencies to one percent, except for voter approved levies for schools or other agencies (such as the increase in the tax rate approved by Shoreline voters in 2010);
- Levy Increase Limit: Taxing districts, such as cities, are limited to a levy limit (limit on increase in property tax revenues) of no more than one percent of prior year property tax revenues, except for increases due to new construction, annexation, or voter approved increases; and
- Levy Amount Limit: There is a statutory limit on the maximum total levy for various types of taxing districts. The current maximum amount for cities is 0.59 percent of assessed value, excluding any voter-approved additional levies.

King County reassesses properties to fair market value on an annual basis. However, because of the One-Percent Constitutional Limit and Levy Amount and Levy Increase Limits, an increase in property values and assessed values does not automatically lead to an equivalent increase in property taxes.

Community members review the latest proposed ideas at a DEIS meeting

For example, each taxing district must on an annual basis adjust its levy (property tax) rate so that the increase in property taxes, excluding new construction, annexations, or voter-approved increases, does not exceed one percent. Other adjustments to levy rates may need to be made to stay within the One-Percent Constitutional and Levy Amount limits.

As described previously, there may be a potential for a one-time increase of between five to ten percent in property values within one-half mile of the 185th Street Station. The one-time increase in property values will need to be evaluated against overall changes in Shoreline property values to determine how it would impact property taxes for homeowners around the new NE 185th Street Station. For example, if the new 185th Street Station leads to a five percent increase in value, but this occurs in a hot real estate market where property values are increasing at a faster rate on an annual basis, the increase in assessed values for properties around the station may be driven more by market conditions than the new transit station.

Only in a flat market could homeowners around the new station possibly experience a one-time increase in property tax rates that could approach the rate of increase in property values. It should be noted that an increase in property values represents a 100 percent increase in homeowner equity.

Because of the complexity of the overlapping limits, it is not possible to make a specific forecast for how much property taxes might increase around the station area. Instead, one would need to run a series of multiple scenarios with varying assumptions for market-based increases in property values, the increase in the value of properties around a new transit station, and evaluation of how the constitutional and statutory limit affect Shoreline to come up with a projection for a range of possible outcomes.

For homeowners who might be severely affected by a property tax increase, King County operates several programs to assist homeowners who may face difficulty paying property taxes for any reason. This includes a property tax exemption for senior citizens and disabled persons, based on household income, that freezes valuation and can create some exemptions from regular property taxes.

Another program provides property tax deferrals for homeowners with limited income. The State also provides a property tax deferral program, administered by county assessors, that allows for full or partial deferral of property taxes. Another State program provides means-tested direct grant assistance for property tax payments to seniors and disabled persons who are widows or widowers of veterans, which for eligible households could help offset an increase in property taxes if it occurs.

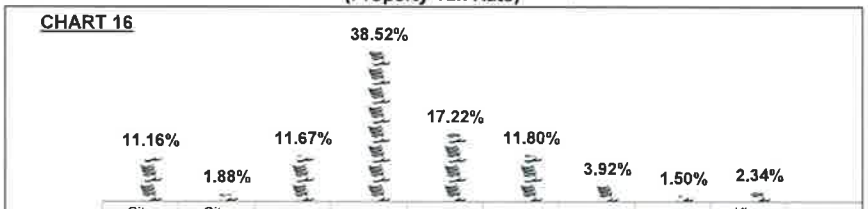
REVENUE FROM TAXES AND LEVIES

Revenue from taxes and levies helps to support City of Shoreline services and facilities, as well as those of the Shoreline School District, fire and emergency services, police, libraries, and other service providers. The two tables below (**Tables 4-4 and 4-5**) depict property taxes allocations in Shoreline and the pro-rated costs to an average home valued at $271,000. **Table 4-6** depicts historical and forecast property tax revenue for Shoreline. Revenues from taxes and levies are important funding sources to the City and other service providers, helping to fund projects, facilities, and services in the community, including those needed as a result of redevelopment and growth in the subarea over time.

Table 4-4

What a City Property Owner Pays in 2014 (Property Tax Rate)

CHART 16



	City Regular Levy	City Voted Levy	King County	Shoreline Schools	State Schools	Fire District	Library District	Port of Seattle	King County EMS	Total
Rate	$1.60	$0.27	$1.67	$5.53	$2.47	$1.69	$0.56	$0.22	$0.34	$14.34
% of Levy	11.16%	1.88%	11.67%	38.52%	17.22%	11.80%	3.92%	1.50%	2.34%	100.0%

Source: King County Department of Assessments; 2014 King County Taxing Districts Codes and Levies

Table 4-5

The chart below illustrates the City property tax portion payable in 2014 by an individual owning an average home valued at $271,000. Based on the 2014 property tax rate, 13% of the homeowner's property tax will be distributed to the City. This includes both the regular and voted City levies.

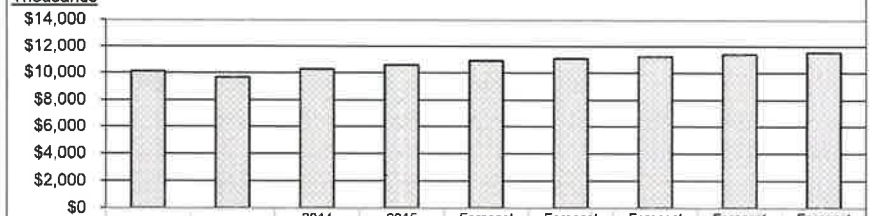
	Assessed Value	Per $1,000 (AV/$1,000)		Rate		Assessment	%
City	$ 271,000	271.00	X	$1.87	=	$507	13%
King County	$ 271,000	271.00	X	$1.67	=	$453	12%
Shoreline School Dist.	$ 271,000	271.00	X	$5.53	=	$1,497	39%
State Schools	$ 271,000	271.00	X	$2.47	=	$669	17%
Fire District	$ 271,000	271.00	X	$1.69	=	$459	12%
Library District	$ 271,000	271.00	X	$0.56	=	$152	4%
Port of Seattle	$ 271,000	271.00	X	$0.22	=	$58	2%
King Co. EMS	$ 271,000	271.00	X	$0.34	=	$91	2%
TOTAL				**$14.34**		**$3,887**	**100%**

Source: King County Department of Assessments; 2014 Median Residence Value for Shoreline reported per Assessed Value and Taxes by City

Table 4-6

Property Tax Historical Comparison & Forecast

CHART 17



	2012 Actual	2013 Actual	2014 Projected	2015 Budget	Forecast 2016	Forecast 2017	Forecast 2018	Forecast 2019	Forecast 2020
Revenue	$10,096,971	$9,654,834	$10,272,205	$10,570,659	$10,896,531	$11,067,906	$11,234,356	$11,394,761	$11,531,361
$ Variance	$250,420	($442,137)	$617,371	$298,454	$325,872	$171,375	$166,450	$160,405	$136,601
% Variance	2.5%	(4.4%)	6.4%	2.9%	3.1%	1.6%	1.5%	1.4%	1.2%

Sources: City of Shoreline; King County Department of Assessments

Conclusion

The market assessment shows potential demand for multifamily residential housing and some neighborhood-supporting retail in the subarea over the next twenty years. Property values likely will increase at levels of 5 to 10 percent within one-half mile of the light rail station once it is operating. This increase in property value will not necessarily translate to increases in property taxes for everyone. Many factors influence property tax assessments. With the regional economy gaining strength, experts are forecasting that there will be growing employment opportunities as well as ongoing increased demand for housing and jobs in the coming decades. With the neighboring City of Seattle being one of the fastest growing cities of its size in the US and the attractiveness of living along the light rail line, Shoreline station subareas should experience market pressure for redevelopment. This will be tempered by the availability of sites large enough to support TOD, which in turn will be contingent upon owners' willingness to sell their properties and to aggregate with other property owners. These forces will moderate redevelopment activity, and as such, it is expected to take many decades for the station subarea to reach full build-out of the proposed zoning.

Long Term Vision

5

185th Street Station Subarea Plan

Community-Driven Visioning and Planning Process

The long term vision for the 185th Street station subarea is the outcome of a robust community-driven visioning and planning process that has set a strong foundation for future redevelopment. Chapter 2 summarizes community and stakeholder engagement activities that helped shape this plan throughtout the multi-year planning process.

The City's policy basis for planning vibrant, equitable communities around high-capacity transit in Shoreline began with the Council adopting framework goals for the process, which were later incorporated into the major update of the Comprehensive Plan in 2012. The City adopted specific land use policies (LU20 through LU 43) for the light rail station area that call for the City's involvement in design of the station and extensive community engagement in planning of the station subarea. Other policies provided guidance regarding expanded multi-family residential choices in the station subarea and a full range of transportation and infrastructure improvements to support this change in land use.

The policies also call for allowing and encouraging uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable. The policies encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods. As a result of this planning process, new policies specific for the 185th Street station subarea have been developed. These are presented later in this chapter of the subarea plan.

The specific light rail station subarea planning process got underway in spring 2013, with a community meeting attended by over 200 people. Next, the City and partner organizations hosted a series of five visioning events, some focused on specific groups that tend to be underrepresented in such processes, others focused on neighborhoods where future stations would be located.

Together, Comprehensive Plan policies, additional guidance from local and regional plans, a market assessment, and community visioning articulated the basis for the long-range vision for the subarea. Design Workshops, environmental analysis, extensive public input, Planning Commission recommendations, and further City Council discussion refined this vision into more detailed implementation strategies, including zoning and development regulations.

November 2013 Workshop

The Planned Action

The planned action for the 185th Street Station Subarea is implementation of new zoning and supporting regulations within a defined geographic area surrounding the proposed light rail station. The proposed zoning was shaped from the community-driven planning process described on the previous page, guidance from local and regional plans, as well as environmental analysis through the Draft and Final Environmental Impact Statements (DEIS and FEIS) completed for the subarea. The FEIS identified a Preferred Alternative as the basis for potentially becoming the planned action of this Subarea Plan and the Planned Action Ordinance. The planned action defines the maximum level of growth allowed within the 185th Street Station Subarea. Consistency with this limit would be ensured through monitoring of incoming redevelopment applications and their approval consistent with the Subarea Plan, Planned Action Ordinance, and other applicable City of Shoreline regulations. Figure 5-1 on the following page depicts the Planned Action Area. The City of Shoreline intends to adopt this mapped area as the planned action boundary, pursuant to SEPA and implementing rules. According to the Washington Administrative Code (WAC) 197-11-164, a planned action is characterized by the following:

- Designated by a Planned Action Ordinance;
- Analyzed through an environmental impact statement that addresses significant impacts;
- Prepared in conjunction with a comprehensive plan, a subarea plan, a master planned development, a phased project, or with subsequent or implementing projects of any of these categories;
- Located within an Urban Growth Area (UGA);
- Not an essential public facility unless they are accessory to or part of a project that otherwise qualifies as a planned action; and
- Consistent with an adopted comprehensive plan (but comprehensive plan and code provisions may be amended as part of the process of adopting subarea plans and planned actions).

Projects meeting these requirements qualify as planned action projects and do not require a subsequent SEPA threshold determination, but still require a completed environmental checklist to be submitted. Future projects within the planned action area must be reviewed for consistency with the adopted Planned Action Ordinance, as well as City's zoning and development regulations, and development agreement where applicable. Projects within the defined Planned Action Area would be required to acquire all necessary permits and satisfy all related public notice requirements, just as with other projects in the city.

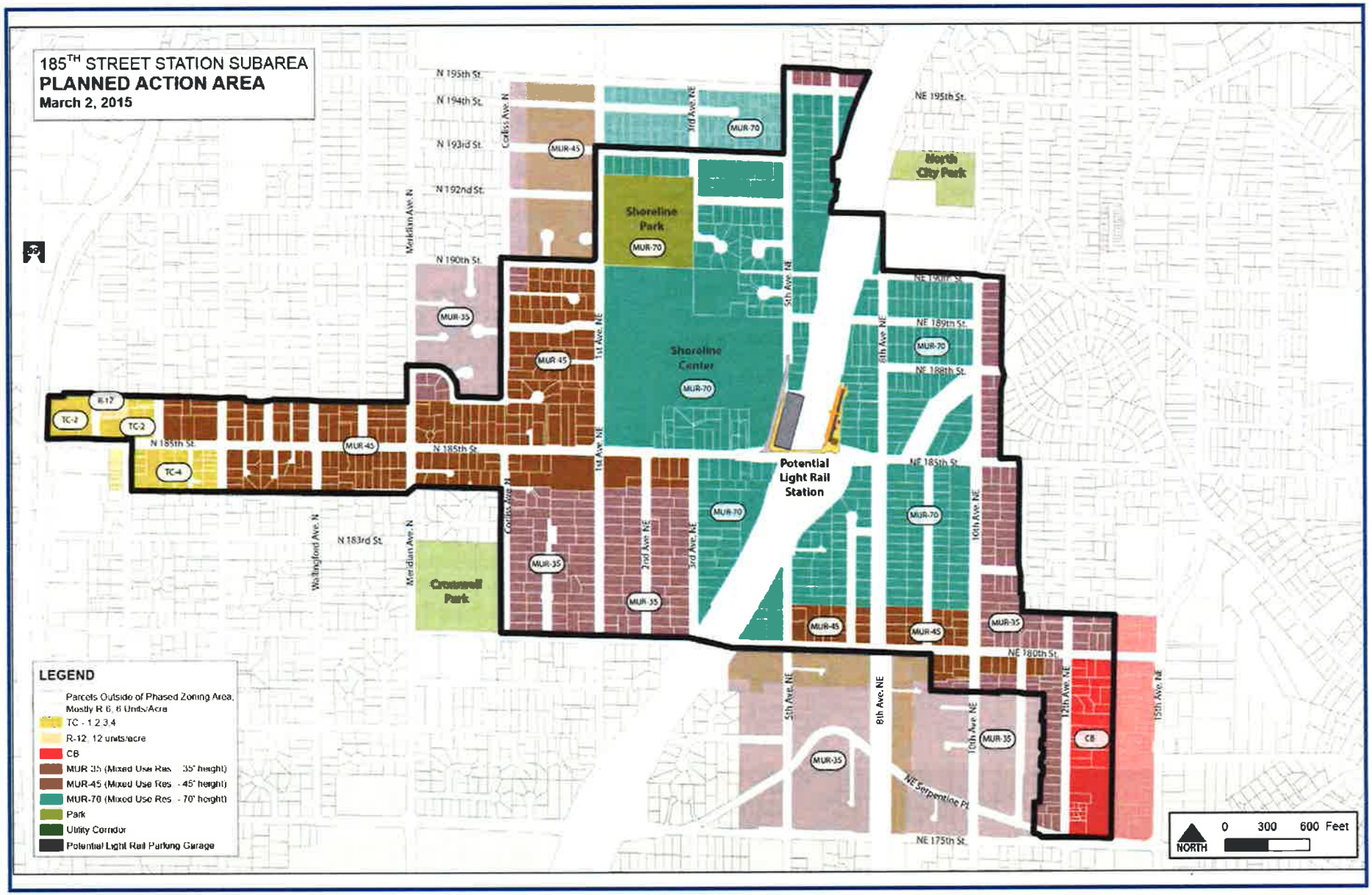


FIGURE 5-1: Map of the Planned Action Area

November 2013 Workshop

Vision Statement

A vision statement for the station subarea was developed based on community and stakeholder input recieved during the planning process. Successful implementation of the plan will help to achieve this vision over time.

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.

Zoning for the Station Subarea

The proposed plan for zoning for the 185th Street Station Subarea calls for increased multi-family housing and mixed use development under three new classifications:

- MUR-70': Mixed use residential with 70-foot building height. See **Figure 5-2** for exception to height limit
- MUR-45': Mixed use residential with 45-foot maximum building height;
- MUR-35': Mixed use residential with 35-foot maximum building height;

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The City is updating Code provisions to add these zones and define allowed uses; dimensional, design, and transition standards; mandatory requirements; and incentives for desired amenities. Existing single-family homes are protected under all new zoning designations.

Consistent with input received in community design workshops, the plan for zoning frames the more intensive use near the future station and along the N-NE 185th/10th Avenue NE/NE 180th corridor, enhancing connectivity from the station area to the Aurora Avenue N corridor and Town Center district to the west and the North City district to the east.

The plan for zoning also creates transitions between higher intensity uses and lower intensity uses. For example, MUR-70' is typically separated from MUR-35' by land with the MUR-45' designation. MUR-45' is typically separated from single family zoning by land with the MUR-35' designation.

Refer to **Figures 5-2** through **5-4** for additional descriptions of the proposed zoning classifications for the subarea and photographic examples showing the potential bulk and height of each type of zoning. Illustrative examples of the types of buildings that could be located within each designation are presented.

MUR-70'

MUR-70'

This zone would allow building heights of 70 feet, generally six to seven stories. Building types would typically be mixed use with residential and/or office uses above commercial or other active use at the ground floor level. It is anticipated that this density would take some time to be implemented given current market forces and the need for aggregation of a large number of parcels. This type of "transit-oriented development" is envisioned for areas closest to the light rail station. Infill redevelopment is likely to occur in several stages over multiple decades, beginning with buildings and amenities like restaurants and shops that attract people and create "place-making" opportunities. In the MUR-70' zone, draft regulations include a provision for Development Agreements that could allow additional height (up to 140 feet total height) for projects that provide amenities such as green building, affordable housing, and structured parking. Any such agreement would be negotiated through a public process requiring notification, a hearing, and Council approval.

FIGURE 5-2: MUR-70' Zoning Designation

MUR-45'

MUR-45'

This zone would allow multi-family building types with a height limit of 45 feet, which equates to a four-story building. The MUR- 45' zone would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc. also could be developed, and single family homes could be converted to commercial and professional office uses like in MUR-35'.

FIGURE 5-3: MUR-45' Zoning Designation

MUR-35'

This zone would allow multi-family and single family attached housing styles such as row houses and townhomes. The height limit for this zone is 35 feet, which is the same as single family R-6 zones, and equates to a three-story building. MUR-35' also would allow commercial (with a focus on neighborhood-serving retail) and other active uses along streets not identified as "local." The types of buildings in this zone might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial or other active use at the street level). This zone also would allow the conversion of existing homes to restaurants, yoga studios, optometrists offices, and other uses.

FIGURE 5-4: MUR-35' Zoning Designation

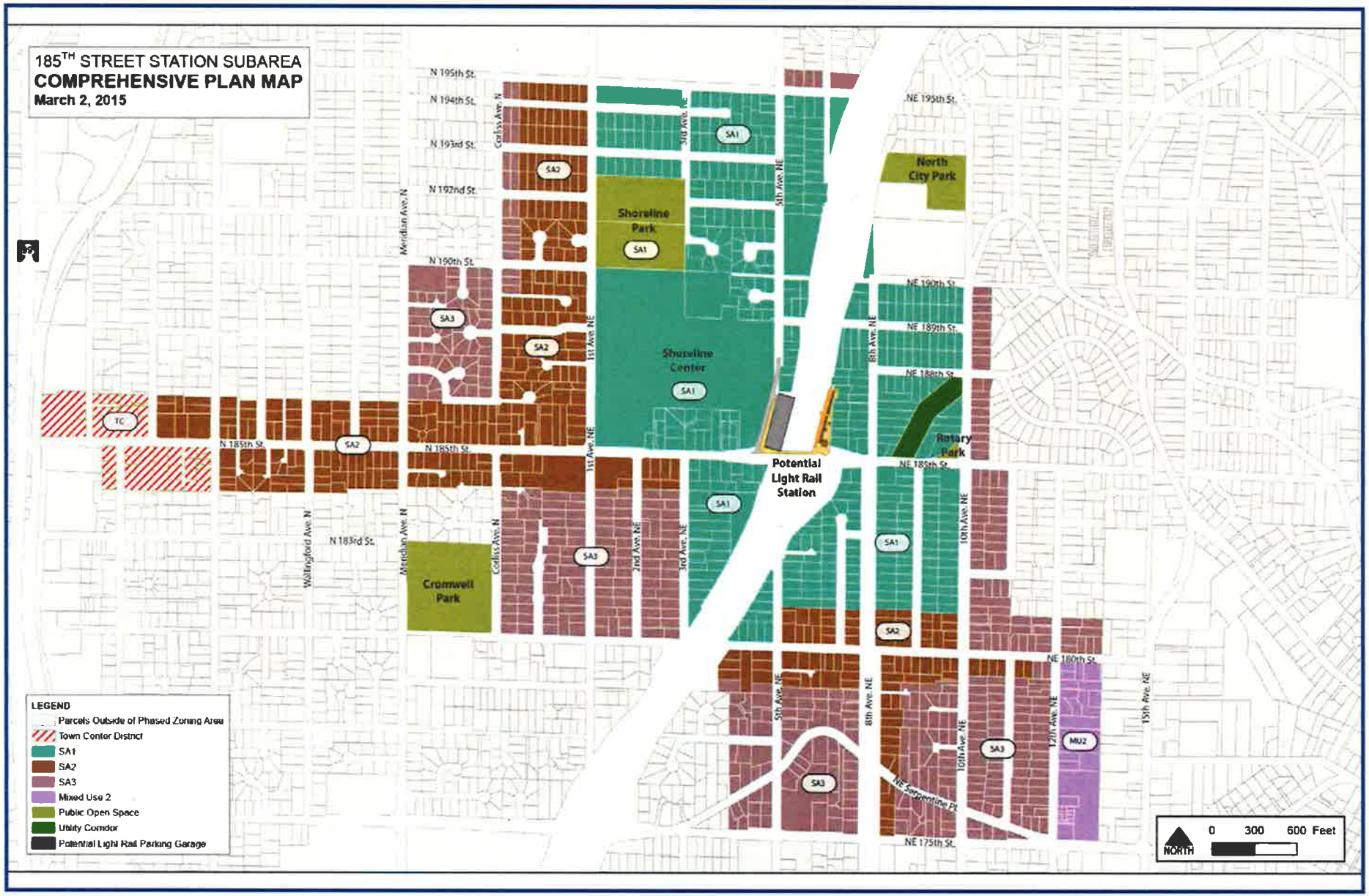


FIGURE 5-5: Comprehensive Plan Designations for the Subarea

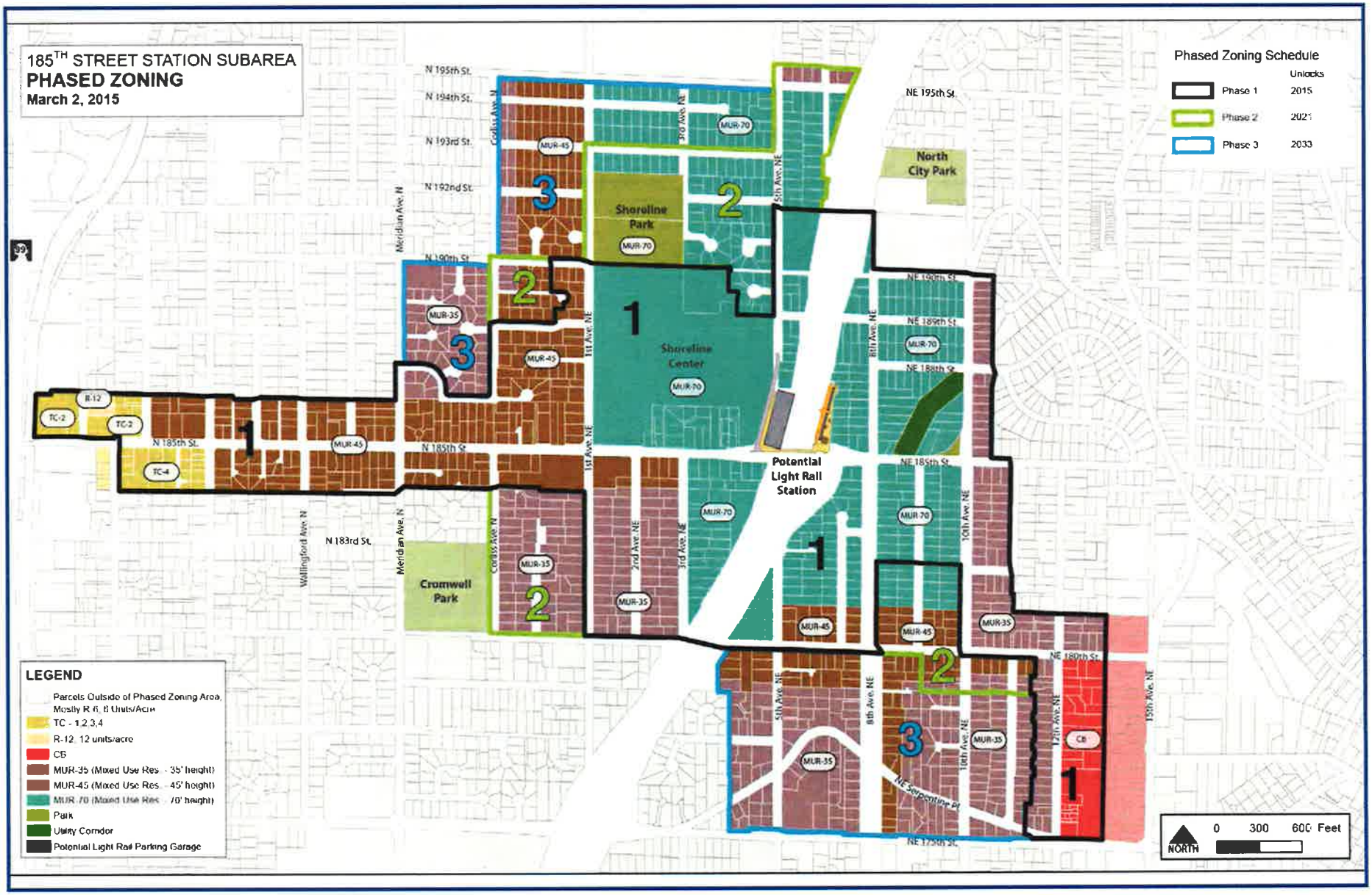


FIGURE 5-6: Phased Zoning for the Subarea

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The Planning Commission spent several months discussing details of these potential zones, including allowed uses; dimensional, design, and transition standards; and mandatory requirements and possible incentives for desired amenities. Existing single-family homes are allowed under all new zoning designations. For more information about these details and the most recent iteration of the regulations, refer to the February 23, 2015 and March 16, 2015 City Council packets at: *http://www.shorelinewa.gov/government/shoreline-city-council/live-and-video-council-meetings*.

Phased Zoning

City of Shoreline Comprehensive Plan Land Use policy LU31 provides direction to examine phasing of redevelopment. In a joint meeting of the Shoreline Planning Commission and City Council on September 29, 2014, they discussed the benefits of having a more predictable pattern for growth to guide planning and implementation over the next few decades, and weighed them against potential disadvantages to phased zoning.

The City Council decided to study the potential of phasing zoning over time, and on October 2, 2014, the Planning Commission defined boundaries of a potential "Phase 1" zoning area as a portion of the Preferred Alternative. This approach would require that redevelopment under the new proposed zoning categories within the next twenty years would be located within the proposed Phase 1 boundary. In later deliberations, the Planning Commission and City Council adjusted the boundaries for Phase 1 and delineated Phase 2 and Phase 3. Phase 1 zoning will be active in 2015 with adoption of the plan. Plase 2 zoning will activate in 2021, and Phase 3, the final phase, will take effect in 2033. Phases 1 and 2 represent the Planned Action Area.

The City is also adopting changes to the Comprehensive Plan to support the phased zoning. Figure 5-5 shows Comprehensive Plan designations for the subarea. Figure 5-6 shows phased zoning for the subarea.

The Phase 1 zoning boundary focuses the potential area of change more closely around the future light rail station and along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor than the full extent of zoning proposed overall for the subarea.

Over the next 20 years and beyond, it will be important that the station subarea redevelop as a cohesive, connected community that is supportive of transit, but also that provides residents and potential developers with some predictability about when market forces are likely to support redevelopment of different areas. The zoning area that covers Phases 1 and 2 will help to provide this. Rezoning in a phased manner also would allow the opportunity to monitor the development market and redevelopment results, and determine where regulations and incentives are creating the kind the community envisioned through the subarea planning process, prior to allowing redevelopment of a larger area.

The phased zoning balances the provision of an adequate level of housing choice and enabling flexibility in future redevelopment with concerns about rezoning too broadly in the subarea in initial years. Overzoning could result in negative outcomes if not closely monitored and managed, such as delayed maintenance, over-valuing property, and uncertain or spotty redevelopment patterns. Implementing the phased zoning area will help to focus initial development closer to the station and define an area for concentrating improvements within the next twenty years to support initial growth. This could also potentially be accomplished by targeting incentives, such as Property Tax Exemption, to smaller geographic areas along the 185th Street corridor.

For more information about what can be expected in the subarea during the first twenty years of plan implementation, refer to Chapter 6.

Forecasted Population, Households, and Employment and Build-Out Timeframes

As discussed in Chapter 4, it is estimated that the population in the subarea would grow at around 1.5 percent to 2.5 percent on average annually. This is based on analysis of current growth rates in the region, as well as the anticipation that the rate of growth may increase with the allowance of higher density zoning in the subarea. At this rate of growth it is estimated that it would take the subarea approximately 80 to 125 years to reach capacity of the full zoning plan, or by 2095 to 2140.

Current population, household, and employment levels in the subarea are shown in the table below. Redevelopment under the proposed zoning of the subarea plan would provide capacity for additional households and businesses (through mixed use development that includes neighborhood retail and services).

CURRENT (2014) POPULATION, HOUSEHOLDS, AND EMPLOYMENT ESTIMATES FOR THE SUBAREA

ESTIMATED TOTALS FOR SUBAREA BASED ON AVAILABLE GIS DATA, 2014	
Population	7,944
Households	3,310
Employees	1,448

Note: the current estimated population of the City of Shoreline is 54,790.

The table to the right shows anticipated population, household, and employment levels at full build-out of the subarea plan under the proposed zoning.

Shoreline Park

ESTIMATED TWENTY-YEAR AND BUILD-OUT POPULATION, HOUSEHOLDS, AND EMPLOYMENT PROJECTIONS

	PLANNED ACTION ZONING OF SUBAREA
2035 Population	10,860 to 13,343
2035 Households	4,450 to 5,500
2035 Employees	1,950 to 2,370
Build-Out Population	56,529
Build-Out Households	23,554
Build-Out Employees	15,340
Build-Out Years	80 to 125 years by 2095 to 2140

Projections assume 1.5 percent to 2.5 percent annual growth rate for the action alternatives from the time the rezoning is adopted.

Anticipated net increases in population, household, and employment over current levels are shown in the table on the following page. Refer to the FEIS and the FEIS Review Guide for details about build-out growth forecasts.

PROJECTED NET INCREASES IN POPULATION, HOUSING, AND EMPLOYMENT OVER CURRENT (2014) LEVELS

	PLANNED ACTION ZONING OF SUBAREA
2035 Population	+2,916 to +5,399
2035 Households	+1,140 to +2,190
2035 Employees	+502 to +928
Build-Out Population	+48,585
Build-Out Households	+20,244
Build-Out Employees	+13,892

The increase in the number of households projected for the next twenty years would be 1,140 at 1.5 percent growth and 2,190 at 2.5 percent growth.

Although the market assessment projected a demand for 700 households through 2035, that was a conservative estimate assuming the subarea would absorb 15 percent of the forecasted housing growth of 4,657 units for all of Shoreline by 2035. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,164 additional units.

There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years. Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea.

Cumulative impacts of individual projects will be monitored through the permit process and tracked against the level anticipated in the Planned Action Ordinance. Mitigation measures to address the anticipated level of redevelopment and associated impacts were prescribed in the FEIS and included in the Planned Action Ordinance. As such, not only will the City monitor redevelopment activity to ensure that it is within the level anticipated in the FEIS and Planned Action Ordinance, it also will be working to implement mitigation measures and projects through development agreements, permit approvals, and capital improvements.

Redevelopment Opportunities and Possibilities

The potential for redevelopment will be influenced by market forces as well as individual property owners' interest and willingness to redevelop or sell their property over time for redevelopment. Chapter 3 of this subarea plan discussed existing conditions related to several key redevelopment sites and opportunities in the station subarea. Chapter 4 provided an overview of the market outlook for the subarea. This chapter revisits potential redevelopment opportunities and key sites given the market outlook, geographic conditions, and other factors in the subarea.

MAXIMIZING HOUSING OPPORTUNITIES IN THE IMMEDIATE VICINITY OF THE PLANNED LIGHT RAIL STATION—The most successful transit-oriented developments typically are located within a one-quarter mile (five minute) to one-half mile (ten minute) walking distance from high-capacity transit. For this reason, the proposed plan for zoning maximizes opportunities for housing and mixed use within proximity to the light rail station. Maximizing housing choices and affordable housing options in proximity to the station will build sustainable ridership for the system over the long term, and residents will benefit from reduced household costs as a result of being able to use transit for daily travel.

The Housing Development Consortium emphasized the importance of creating affordable housing opportunities in proximity to the station in their comment letter on the Draft Environmental Impact Statement for the subarea planned action:

"With the right level of incentives, Shoreline can attract residential development affordable to range of incomes, including those most in need. A variety of tools can help Shoreline meet the needs of low and moderate income households as the City plans for growth around light rail stations, including:

- *Density Bonuses*
- *Incentive/Inclusionary Zoning*
- *Development Agreements*
- *Reductions in fees and other regulations*
- *Permitting priority, streamlining, or flexibility*
- *Reduced parking requirements*
- *Multifamily Tax Exemption (MFTE)*
- *Transfer of Development Rights for Affordable Housing (TDR)*

Many of these incentives allow nonprofit housing providers, in addition to market-rate developers, to provide affordable housing for Shoreline's low and modest-wage workers and families. Appropriately crafted incentives harness the power of the marketplace to produce affordable homes with very limited public investments. Development incentives are proven to stimulate affordable homes in a mixed-income setting, and, when implemented well, they allow communities to increase the supply of affordable homes, support workforce and economic development, and reduce sprawl, traffic congestion, and pollution. The resulting homes enable residents to benefit from urban reinvestment and connect to emerging job centers, transit stations, and opportunity networks."

With these opportunities in mind, the City of Shoreline has crafted specific development regulations that will incentivize affordable housing in the light rail station through these types of tools.

In addition to encouraging and incentivizing transit-oriented development with a variety of housing choices to fit a full range of income levels, including affordable housing, the City also can work with interested developers and housing organizations to explore potential partnership opportunities for projects in the subarea. Over time, the City can help bring potential partners together and facilitate redevelopment that is consistent with the vision for the subarea.

Luncheon event at the Shoreline Conference Center

SHORELINE CENTER—This forty-acre campus is an important community resource that accommodates a number of important civic, business, and social functions. There is a strong community interest in retaining these uses. At the same time, the large site is located within a five-minute walking distance to the potential light rail station. There is extensive underutilized property at the site that could be redeveloped into more intensive transit-oriented housing and mixed use development. The existing site functions could be retained and reorganized in a more efficient manner while also maximizing density and redevelopment potential of the site. The proposed MUR-70' zoning for the site would accommodate mixed use and housing redevelopment with buildings up to 70 feet in height. Taller buildings could be proposed through a Development Agreement with the City. The Development Agreement would allow bonus density and/or height.

Recognizing the potential redevelopment opportunities associated with the site, the Shoreline School District may move forward with a study of potential redevelopment options. As a key partner, the City welcomes input from the District about their long-term vision for their properties within or near the subarea. However, it should be noted that any decisions about redevelopment of the Shoreline Center or other District property will be entirely up to the Shoreline School District.

SEATTLE CITY LIGHT TRANSMISSION LINE RIGHTS-OF-WAY—The corridor that contains Seattle City Light (SCL) transmission lines will be retained as right-of-way for utility use. While access must be maintained to the transmission towers for maintenance, SCL may allow public use under the transmission lines. These areas could potentially be used for public open space, community gardens, and connecting trails/paths through the subarea, contingent upon approval by SCL. The City intends to continue discussions and coordination with SCL regarding the types of uses that could be developed beneath and in proximity to the transmission lines, as well as potential options for undergrounding or relocation/reconfiguration of the lines to maximize redevelopment potential in the subarea.

CHURCH PROPERTIES—As larger parcels in the subarea located along arterial and collector streets, several church properties hold potential for redevelopment if the property owners are willing and interested. Portions or all of these sites have the potential to be redeveloped over time into housing (including affordable options) and mixed use options as allowed through the proposed zoning. These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

ASSEMBLAGES OF MULTIPLE SMALLER PARCELS INTO LARGER SITES FOR REDEVELOPMENT—If groups of single family homeowners are interested in offering their properties for redevelopment, they could join together and work with a real estate broker to present their aggregated parcels as an opportunity site to potential development entities. Property owners also could consider selling their properties for other uses, such as public parks and open space to serve growth in the neighborhood over time.

HOME-BASED BUSINESSES AND INTEREST IN CONVERTING FROM SINGLE FAMILY USE—There are a few small neighborhood businesses in the subarea, and current regulations allow home-based businesses with certain caveats, such as only using 25% of the square footage of the residence for said business. As expressed through the community visioning and design workshops, there is also an interest in more flexibility to convert single family homes to office and small business use. There will be a growing need for more neighborhood services and businesses in the subarea under any of the action alternatives studied in the FEIS, including yoga studios, optometrist offices, and coffee shops. There is also an increasing trend in teleworking, with more people choosing to forego the daily commute. This growing need is being addressed through draft zoning regulations to provide more flexibility to operate a wider variety of business and office uses from homes and to convert single family homes to business and office uses.

EXISTING DISTRICTS: TOWN CENTER AND NORTH CITY—The Town Center and North City districts are bookends for the subarea and each provide commercial uses and services that can support the growing population of the new transit-oriented village. Town Center is the "Heart of Shoreline," located along the active Aurora Avenue N and Rapid Ride bus rapid transit route, where there are extensive commercial and employment uses, as well as some pockets of new multi-family housing emerging along the corridor. North City is a neighborhood that has been undergoing transition for over a decade, with a variety of businesses and commercial uses, as well as multi-family housing. Both districts are accessible via the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor in the subarea.

An important strategy of the subarea plan involves continuing to focus commercial and businesses/employment growth in the Town Center and North City districts, while maximizing residential housing opportunities in the subarea to help support the economic vitality of these districts. The proposed zoning supports this strategy, as well as guidance from adopted subarea plans for these districts.

PUBLIC SPACES, PARKS, STREETSCAPES, PUBLIC ART, AND OTHER COMMUNITY AMENITIES—As redevelopment projects are implemented over time, new public spaces, parks, streetscapes, and community amenities would be necessary and required. In addition, the City intends to prioritize capital improvements in the subarea, completing key transportation, infrastructure, and parks projects to support redevelopment. These projects will enhance the public realm, improve pedestrian and bicycle connectivity, transit access, and the aesthetics of streets and public areas. The City envisions that improvements would integrate rain gardens and green stormwater solutions in streetscapes. There will be a growing demand for neighborhood parks and recreation space in the subarea. The City will explore opportunities to acquire and develop park land, and work with developers to meet the demand for parks and recreation facilities as part of project development, through mandatory regulations and potential development agreements. Capital street improvement and park projects may incorporate features such as community gardens, trees and landscaping, social gathering spaces, public art, wayfinding, and other elements along key corridors.

SW Corner of 15th Avenue NE
& NE 175th Street

Vision illustrations from the North City Subarea Plan

SW Corner of 15th Avenue NE
& NE 180th Street

November 2013 Workshop

Framework Concept Plans for the Station Subarea

Redevelopment in the station subarea would occur through implementation of individual projects over the course of many decades. Each project would be designed and constructed separately through the City's approval process and in accordance with the design and development standards of the City's Code. Key elements that will be required and encouraged of individual projects are described later in this chapter under "Policies for the Station Subarea" and the draft development regulations provided as Exhibit C to the Planned Action Ordinance.

Figure 5-7 and Figure 5-8 illustrate conceptual bulk scale, and height associated with the new zoning proposed for the Subarea.

To get a sense of layout, and access possibilities for redevelopment projects, Clark Design Group worked with the City of Shoreline to develop a series of framework concept plans. These are presented as **Figures 5-9** through **5-14** in this subarea plan. While these are conceptual only and are not representative of actual proposals, the illustrations show the potential types of redevelopment that the new zoning would allow, as well as architectural treatments that would help to integrate the new buildings into the neighborhood setting.

Conceptual Illustrations of Possible Redevelopment in the Subarea

Figures 5-15 through **5-21** illustrate potential long term redevelopment opportunities for the station subarea with implementation of the proposed zoning over time.

Note: This model depicts 85' building heights considered in the FEIS, not the 70' building heights considered for adoption.

FIGURE 5-7: Sketch-Up Model View for the Planned Action Zoning, Looking Westward toward the Potential Light Rail Station

Note: This model depicts 85' building heights considered in the FEIS, not the 70' building heights considered for adoption.

FIGURE 5-8: Sketch-Up Model View for the Planned Action Zoning, Looking Eastward toward the Potential Light Rail Station

4-Story with Below Grade Parking
Ground Floor Commercial Space/Residential Above

3-Story Lofts with Below Grade Parking
Ground Floor Live/Work with Residential Above

4-Story with Below Grade Parking
Ground Floor Live/Work with Residential Above

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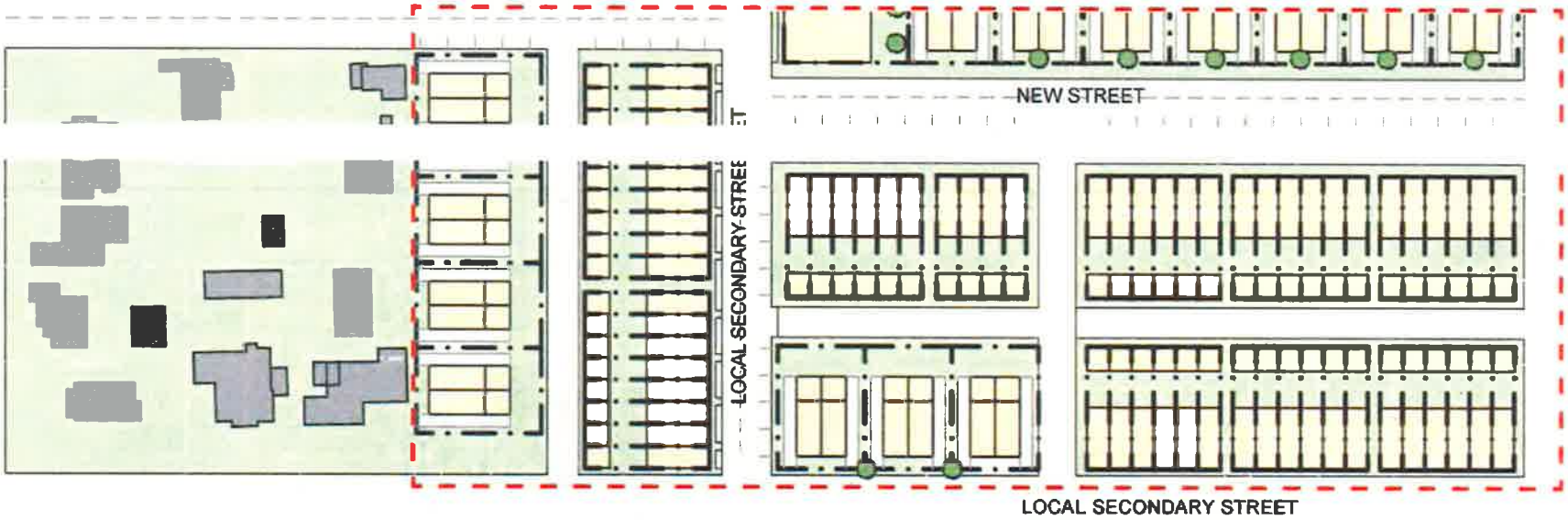
FIGURE 5-9: Possible Layout Concept for Redevelopment in the Subarea Showing MUR-45' Zoning



3-Story Residential Buildings with Surface or Below Grade Parking located behind or to the side of buildings

FIGURE 5-10: Possible Layout Concept for Redevelopment in the Subarea Showing MUR-35' Zoning

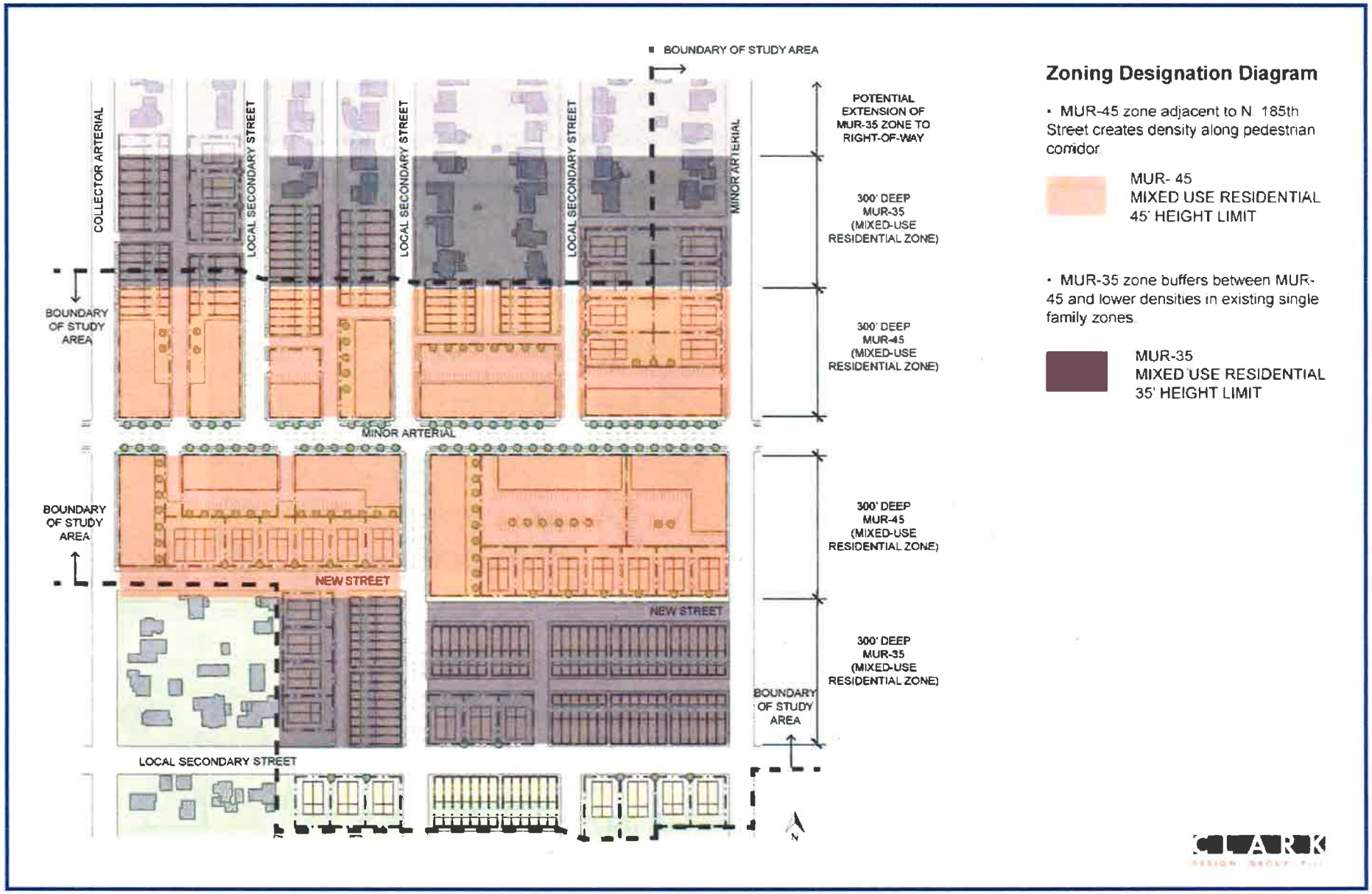
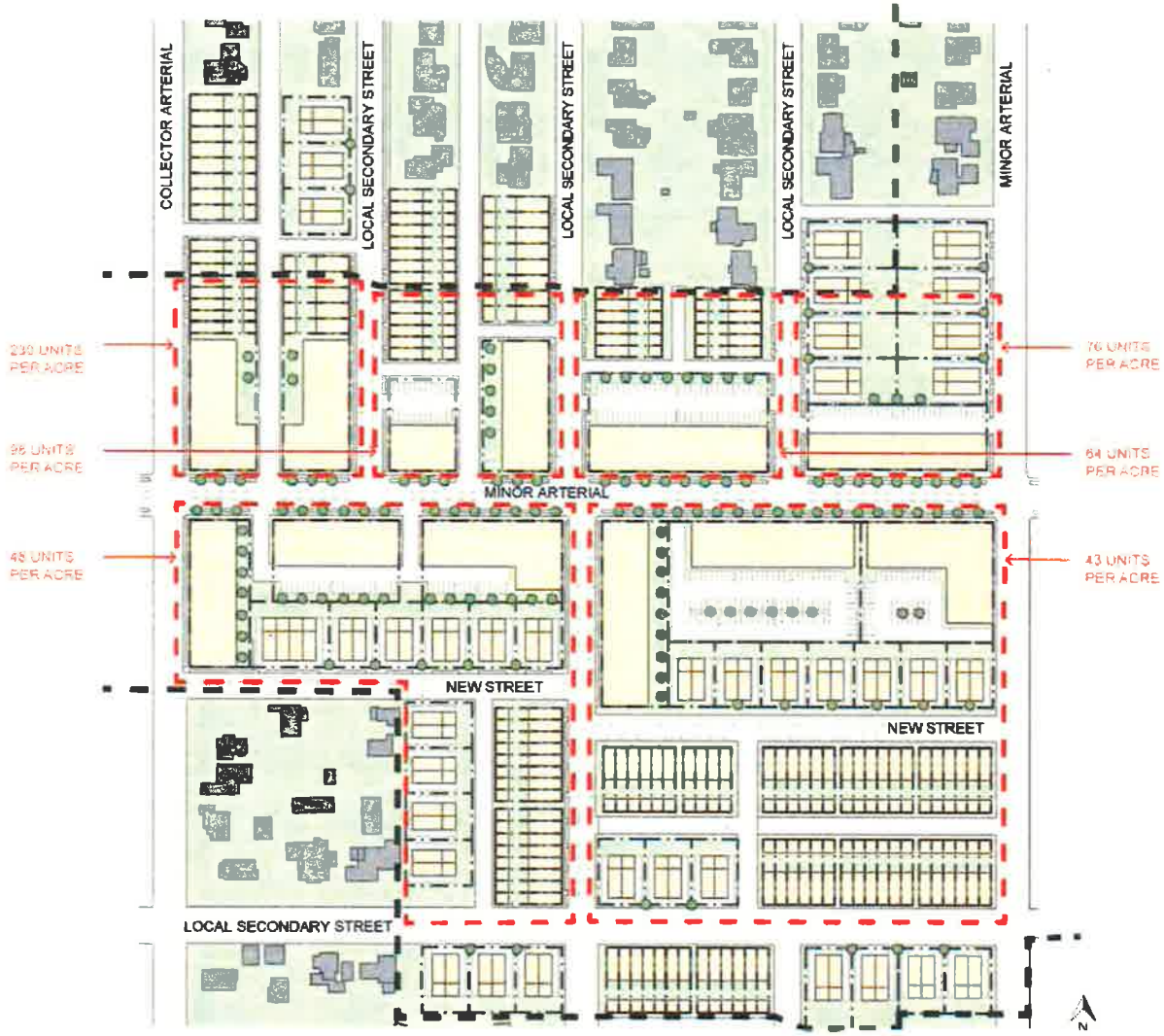


FIGURE 5-11: Possible Layout Concept Showing MUR-45' and MUR-35' Zoning



Density Diagram

- Diagram illustrates potential densities that can be achieved with 4-story mixed-use residential buildings along N. 185th Street and 2-3 story row and townhouses located one block off of N. 185th Street.
- Row and Townhouses reduce height of buildings while achieving range of 10-24 units/acre.

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FIGURE 5-12: Possible Layout Concept Illustrating Potential Density with MUR-45' and MUR-35' Zoning

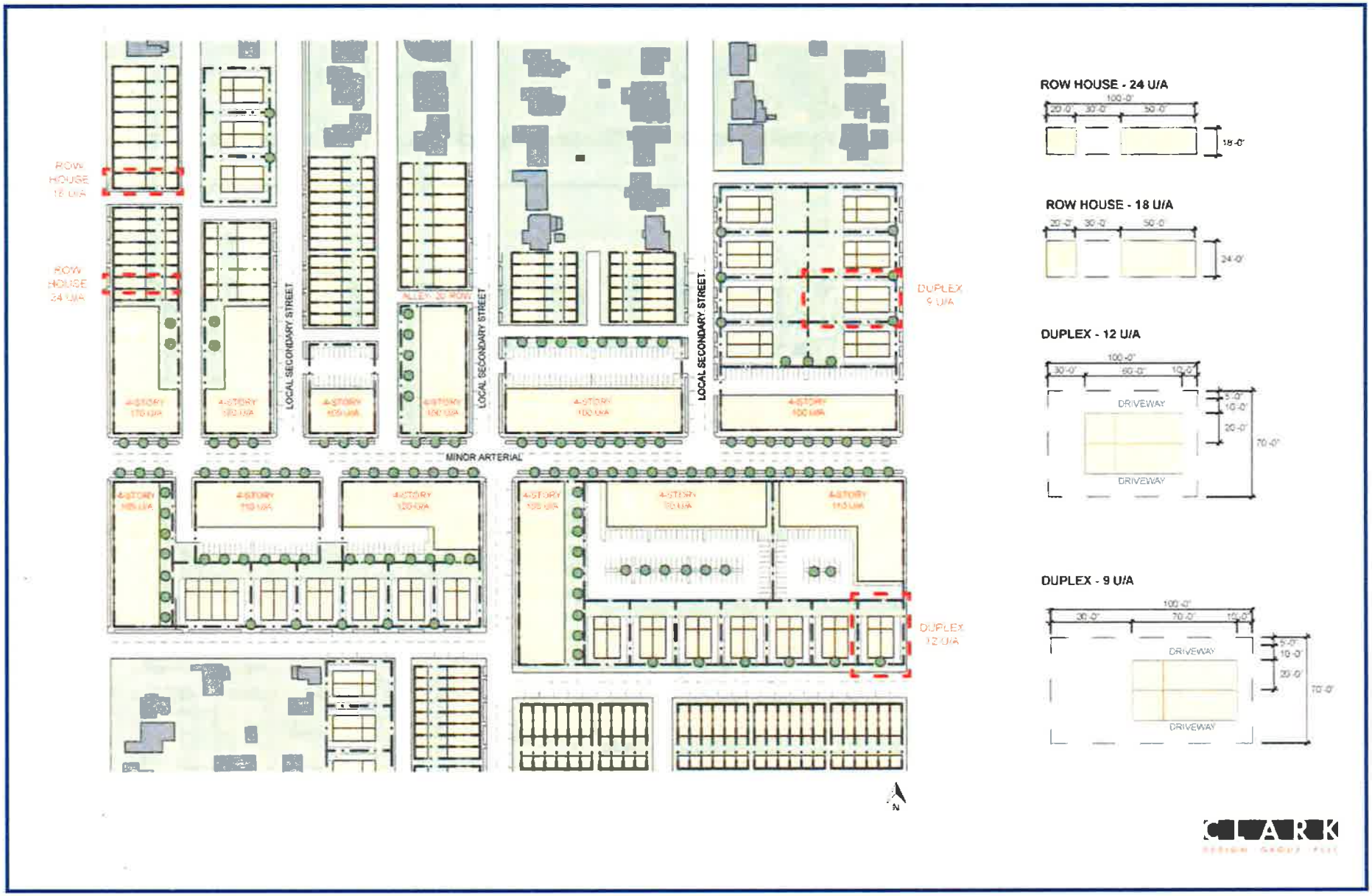
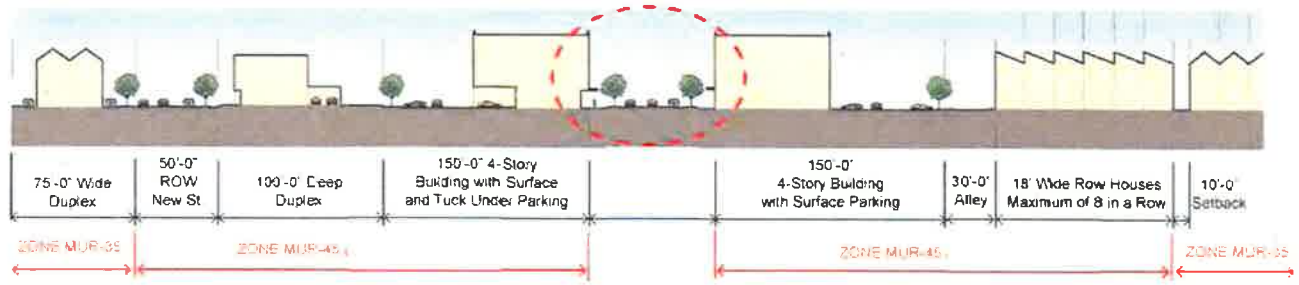
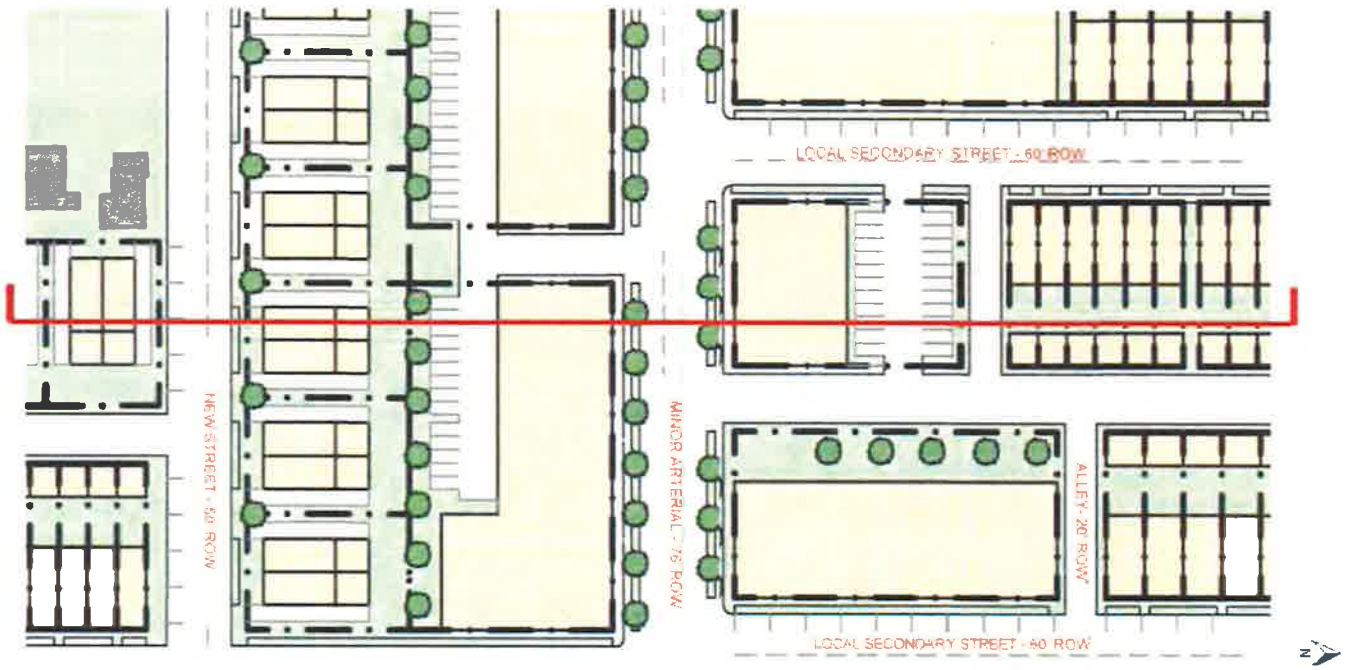


FIGURE 5-13: Possible Layout Concept Showing Various Housing Types and Duplex and Row House Redevelopment as the Transition between MUR-45' Zoning and Single Family





Section Diagram

- MUR-45 zone adjacent to N. 185th Street creates density along pedestrian corridor.
- MUR-35 zone buffers between MUR-45 and lower densities in existing single family zones.

FIGURE 5-14: Possible Layout Concept with Cross Section View Showing Parcel Depths with MUR-45' and MUR-35' Zoning

FIGURE 5-15: Conceptual Possibility at N-NE 185th Street Multimodal Improvements, Looking West

FIGURE 5-16: Conceptual Possibility at N 185th Street Overpass, Looking Eastward, with Solar Panels and Green Roofs on the Canopies

FIGURE 5-17: Conceptual Possibility Showing Sheltered Crossing Area at the N 185th Street Overpass, Looking Eastward

FIGURE 5-18: Possible Layout Concept for 8th Avenue NE Right-of-Way, Looking Southwest, with Shared Use Path, Community Gardens, and Public Spaces with MUR-45' and MUR-35' Zoning; while the Shared Use Path would be a Longer-Term Improvement, it would Help to Increase Bicycle Connectivity in the Subarea

FIGURE 5-19: Possible Layout Concept for Transit-oriented Development on the East Side of the Proposed Light Rail Station, Looking Northwest, with the Power Transmission Lines at Center of the Block in Open Space Use

FIGURE 5-20: Possible Layout Concept for NE 180th Street, looking southeast, public art commemorates the "Motorcycle Hill" history of subarea; MUR-70' building example at the corner

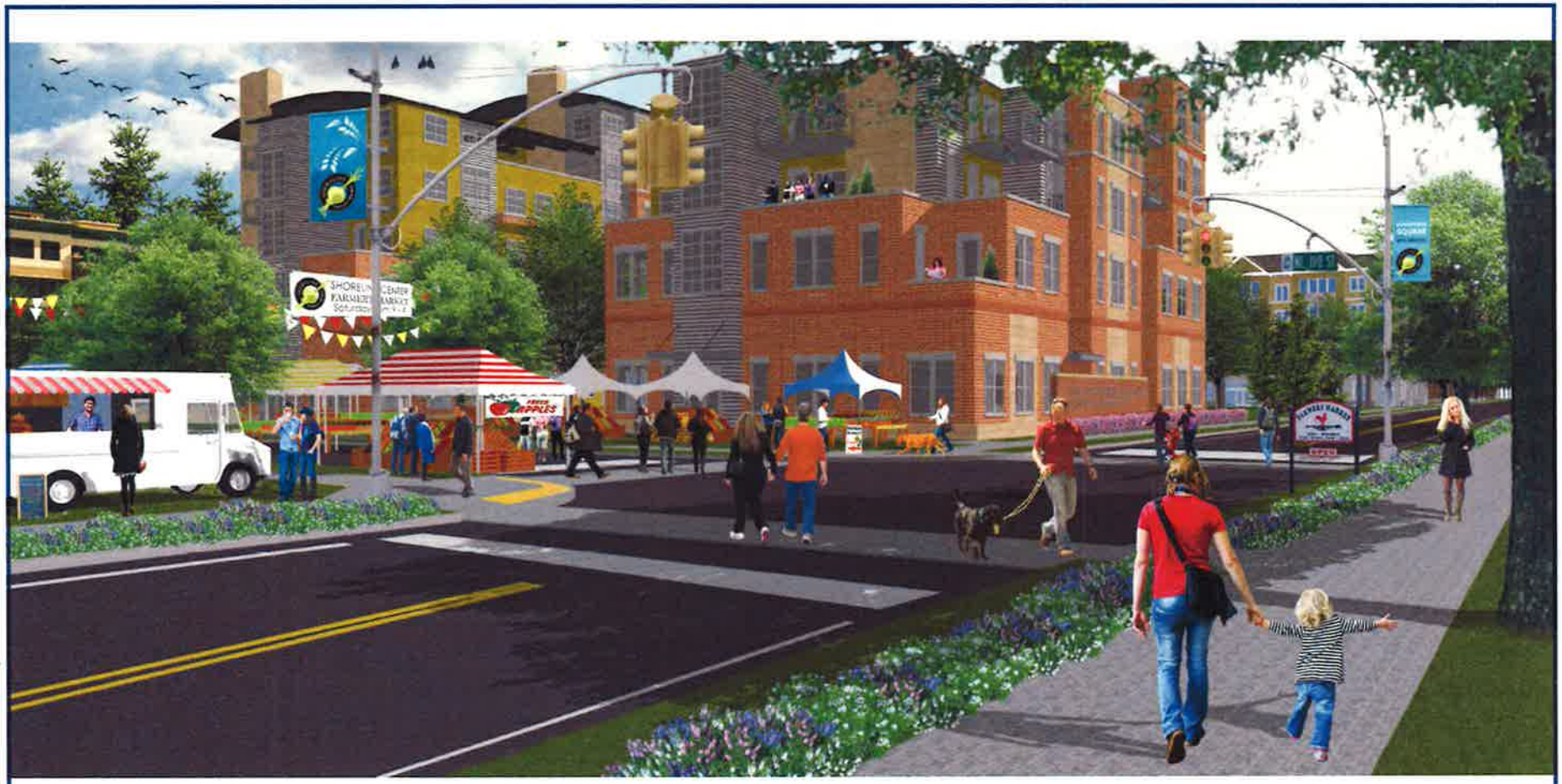


FIGURE 5-21: Possible Layout Concept for Mixed Use Redevelopment on a Portion of the Shoreline Center Site, Looking Southward, Farmers Market could Occur on an Extension of N 190th Street as a Shared Use Community "Festival Street"; Up to Five and Six Story Building Examples

Policies for the Station Subarea

The following policies are proposed for the station subarea to support the redevelopment opportunities described and illustrated in this chapter. In addition to these, the subarea plan supports and achieves many other policies adopted at the local, regional, state, and federal levels, including City of Shoreline 2012 Comprehensive Plan. Chapter 1 of this subarea plan summarizes local, regional, state, and federal policies that the subarea plan supports; Chapter 2 of the 185th Street Station Subarea Planned Action FEIS also lists all relevant policies.

Because the Comprehensive Plan and other City master plans and strategies provide direction that applies to the station subarea, it was not necessary to draft extensive new policy language specific to the subarea. Policies included below provide specific guidance for subarea plan implementation, including topics for further study or action. The 185th Street Station Subarea Plan and Policies below will be incorporated into the City of Shoreline's Comprehensive Plan upon City Council adoption of Ordinance No. 702.

LAND USE

- The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA1 designation is intended to encourage high density residential, building heights of 6-stories, public amenities, and commercial and office uses that support transit stations, neighborhood-serving businesses, employment, and other amenities desired by residents of the light rail station subareas. The zoning designation that is appropriate for this Land Use designation is MUR-70'.
- The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA2 designation is intended to provide a transition between the SA1 and SA3 designations, and encourage the development of higher density residential along arterials in the subarea, establish neighborhood commercial uses, reduce parking standards, increase housing choice, and transition to lower density homes. The zoning designation that is appropriate for this Land Use designation is MUR-45'.
- The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA3 designation is intended to provide a transition between the SA2 designation and single family zoning, and encourages the development of medium density residential uses, some neighborhood commercial uses, and increased housing choice. The zoning designation that is appropriate for this Land Use designation is MUR-35'.
- Promote adaptive reuse of historic structures.
- Consider adoption of a fee-simple administrative subdivision process.
- Promote more environmentally-friendly building practices. Options for doing so may include:
  - Adoption of International Green Construction Code
  - Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
  - Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program. Petal Recognition could include achievement of at least three of the seven petals (site, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials and all of the following:
    - Reduce total energy usage by 25 percent over comparable building type and/or Shoreline Energy Code
    - Reduce total building water usage by 75 percent, not including harvested rainwater, as compared to baselines estimated by the appropriate utility or other baseline approved by the Planning and Community Development Director
    - Capture and use at least 50 percent of storm water on site.

- More planning will be necessary to determine the specific requirements for meeting future demands on utilities, infrastructure, parks, and schools. Cost estimates will be an important component of this planning. In addition, funding sources will need to be identified.

TRANSPORTATION

- Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities, such as sidewalks and bicycle paths, as well as improvements that support greater transit speed and reliability.
- Encourage property owners and developers to incorporate non-motorized transportation facilities into development projects in order to complete the transportation network in the subarea. These facilities should be open to the public and recorded to ensure permanent access.
- Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station, and North City for all travel modes. Create a corridor plan that:
  - Includes analysis of all arterials and streets in the subarea to determine appropriate cross-sections for each classification, including sidewalks, amenity zones, and non-motorized facilities where appropriate.
  - Includes generous bicycle and pedestrian facilities. Minimize conflicts between transit, vehicles and bicycles by designing bicycle facilities behind the curb.
  - Identifies needed infrastructure to improve transit speed and reliability, such as queue jumps and transit signal priority
  - Includes intersection and roadway improvements needed to maintain the City's adopted transportation level of service

Public Art at Shoreline City Hall

  - Results in a "boulevard" style street with tree canopy and amenity zones
  - Explores opportunities for undergrounding of overhead utilities
- Amend the Engineering Development Manual to reflect cross-sections for all classifications of arterials and streets in the subarea.
- Undertake additional analysis of potential impacts to NE 188th Street and Perkins Way and identify mitigations to calm traffic that will use these roads to access the station from the east, and provide additional safety features.
- Encourage redevelopment that occurs along the 185th Street/10th Avenue NE/NE 180th Street corridor to provide site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians and transit.
- Incorporate recommendations of the 185th Street/10th Avenue NE/NE 180th Street corridor plan into the City's six year Capital Improvement Plan (CIP).
- Pursue opportunities and develop a strategy to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea including federal, state and local grant agencies, private investments and the Landscape Conservation and Local Infrastructure Program (LCLIP).

November 2013 Workshop

- Monitor traffic impacts associated with redevelopment including cut-through traffic, vehicular speeding and spillover parking. Implement appropriate mitigation measures as needed such as traffic calming, police enforcement, or Residential Parking Zones.
- Ensure that developments provide frontage improvements. In areas where the future design/cross section has not been confirmed, require fee-in-lieu-of payments that will fund future City improvements. Once the cross sections have been confirmed, require frontage improvements.
- Evaluate opportunities to incorporate best practices for complete street design concepts, including grid patterns of short blocks and narrower lane widths.
- Residential streets should allow for vehicular connectivity to the street grid in at least two directions and should provide pedestrian/bike connectivity in at least three directions in order to facilitate convenient and efficient travel by all modes.

COMMUNITY DESIGN

- Support Sound Transit's community involvement process during the design phase for stations and other light rail facilities.
- Develop and facilitate a community design process to create and enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements.
- Monitor visual impacts of mixed-uses with regard to nuisance or compatibility with surrounding development. Implement mitigations, such as modifications to signage and design regulations, as necessary.
- During the transition of the Subarea from low density residential development to mixed-use residential development, monitor the condition of structures and sites to ensure property is maintained in accordance with the City's Property Maintenance Code. Consider increasing resources for code enforcement in the subarea if through monitoring it is confirmed that compliance issues with the City's Property Maintenance Code are increasing.

ECONOMIC DEVELOPMENT

- Promote redevelopment of properties along the 185th Street/10th Avenue NE/NE 180th Street corridor to create a mixed use, neighborhood-oriented business district that connects Town Center and North City. Strategies may include promoting conversion of single family homes to business uses, and expanding opportunities for home based businesses.
- Identify priority nodes along 185th Street in which to target incentives for redevelopment that encourage catalyst projects and initial growth along this corridor.
- Consider incentive program for new buildings to incorporate Combined Heat and Power systems and other innovative energy saving solutions.
- Study feasibility for non-permanent economic uses, such as food trucks and coffee carts, near complementary uses and during community events. Identify appropriate locations for these types of uses, public health requirements, and the necessary infrastructure to support them.

UTILITIES

- Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.
- Coordinate with utility providers to identify and implement upgrades to existing underground utilities to support increased densities. Coordinate this work with projects included in the City's Capital Improvement Plan as well as in conjunction with right-of-way work performed by private development.
- Develop a strategy for undergrounding overhead utilities.
- Consider the use of alternative energy in all new government facilities.
- Prepare information regarding how proposed redevelopment in the 185th Street Station Area will be managed in relation to known hydrological conditions.
- Based on actual redevelopment and studies prepared for development within the Station Subarea, periodically analyze redevelopment patterns. Consider targeted planning efforts for areas that are not developing as envisioned.
- Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by the Department of Ecology (DOE).
- Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment.
- Consider the use of alternative energy in all new government facilities.

PARKS, RECREATION, AND OPEN SPACE

- Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.
- Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
- Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.

NATURAL ENVIRONMENT

- Encourage preservation of stands of trees, and significant native trees, especially around the perimeter of a site.
- Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.

HOUSING

- Develop the systems necessary to implement and administer the City's new affordable housing program.
- Investigate financing and property aggregation tools to facilitate creation of affordable housing.

  Note: This policy should NOT be construed to mean use of eminent domain. It provides guidance to examine potential tools recommended by partner organizations, which were more complex than those included in draft Development Code regulations for the subarea plan.

- Analyze methods to maintain some affordable single family housing in addition to multi-family units as part of the City's affordable housing program.
- Develop a fee schedule in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing at a rate that is equivalent to the cost of constructing the affordable unit, including ongoing maintenance and operation costs.

Proposed Updates to Development Code Provisions

The City is preparing amendments to development standards in the City's Code that would lead to improved neighborhood character and compatibility. Specific development regulations for the light rail station areas will be adopted. For the full text of proposed amendments to the Code, refer to the proposed Planned Action Ordinance No. 707 (Exhibit B). The following provisions are important to subarea redevelopment. Affordable housing, provision of park space, green building (including Leadership in Energy and Environmental Design/LEED Construction), and structured parking will be required as part of development agreements. Other provisions summarized are supported by adopted City policies.

- DEVELOPMENT AGREEMENTS—A new set of provisions is proposed allowing Development Agreements that would require specific elements from redevelopment projects in exchange for density/height increases in MUR-70' zones. Elements such as affordable housing, green building standards, park dedication, and structured parking would be required. Elements such as combined heat and power systems, provision of commercial uses, sidewalk cafes, provision of public open space, and other amenities would be encouraged. The specifics of any such agreements would be subject to a public process.
- AFFORDABLE HOUSING—Expanded provisions are being proposed for the Code to encourage and incentivize affordable housing as part of redevelopment projects.
- MIXED USE RESIDENTIAL AND LIVE/WORK—Provisions related to mixed use residential development including additional requirements related to live/work units are proposed to encourage a vibrant transit-oriented community with a mix of housing and employment in proximity to the light rail station.
- GREEN BUILDING—Provisions are being developed to encourage green building and low impact development.
- HISTORIC PRESERVATION—While no formally designated historic landmarks exist in the subarea, there are twelve parcels listed in the City's inventory that are potentially eligible. The mitigation for these potential historic resources would involve a review of historic and cultural resources as part of redevelopment affecting those parcels. Prescriptive measures to mitigate potential impacts would need to be developed by the City.
- GREATER FLEXIBILITY IN USE AND CONVERSION OF SINGLE FAMILY HOMES TO BUSINESS AND OFFICE USE—Code provisions would allow more flexibility for business and office use in existing single family homes and conversion of homes to exclusively business/office use.
- LIGHT RAIL STATION AND PARK-AND-RIDE DESIGN—The light rail station project including the station and park-and-ride structure design would be subject to a specific agreement with the City that would establish design and implementation provisions for the light rail facilities.
- COMMUNITY AND SOCIAL AMENITIES, HERITAGE COMMEMORATION, CULTURAL OPPORTUNITIES, AND PUBLIC ART—As the neighborhood grows and changes gradually over time, there will be an increased demand for community amenities, such as public gathering spaces for events, senior facilities, community meeting rooms, farmers markets, community gardens, interpretation and heritage projects that commemorate Shoreline's history, public art, and other social cultural opportunities and events.

  These experiences for citizens and visitors are encouraged by City of Shoreline policies.
- UPDATED DEVELOPMENT STANDARDS—A variety of amendments to development standards are proposed to reflect the new MUR zoning categories, and to require and encourage specific elements such as:

- Height limits (discussed previously in this section)
- New front, rear, and side yard setbacks
- Standards for transition areas, which include architectural step backs in the building design ("wedding cake" form), and landscaping requirements
- Vehicular access oriented to side and rear rather than to the front along arterials
- Traffic calming measures
- Compatible architectural styles
- Streetscape improvements and landscaping requirements
- Open space and recreation facilities for residents
- Parking quantity, access, and location standards
- Shared parking, High Occupancy Vehicle and Electric Vehicle parking encouraged
- Vehicle circulation and access
- Good pedestrian access
- Bicycle parking facilities
- Lighting to enhance safety and security
- Building orientation to the street and transitions between buildings
- Design of public spaces
- Building façade articulation and compatible architectural form
- Covered access ways
- Preferences for architectural finishes and materials
- Preferences for fencing and walls
- Screening of utilities, mechanical equipment and service areas
- Land clearing, and site grading standards
- Tree conservation encouraged with residential redevelopment (but exempt from commercial and MUR-70' redevelopment)
- Signage requirements
- Integration of public art, planters, water features, and other public amenities

Shoreline Park Playfields

Sustainability and Livability Benefits of the Subarea Plan

6

185th Street Station Subarea Plan

Implementing the 185th Street Station Subarea Plan will result in a multitude of sustainability and livability benefits to the Shoreline community and surrounding region. This chapter of the plan summarizes the potential benefits that could be realized over the coming decades with transit-oriented development in the subarea.

An Introduction to the Benefits of Implementing this Plan

The 185th Street Station Subarea Plan proposes a framework of transit-oriented development (TOD) within walking distance of the planned light rail station. Implementing TOD can have significant benefits to individuals, communities, regions, states, the economy, and the natural environment. The success and benefits of TOD is a well-researched and documented topic. Findings from studies and information from the United States Environmental Protection Agency (US EPA), Center for Transit-Oriented Development (CTOD), Smart Growth America, and other sources are summarized in this chapter of the subarea plan.

There are significant opportunities that come with implementing transit-oriented development —multifamily housing and mixed use in compact form around high-capacity transit stations. A 2011 report from CTOD summarizes the benefits of TOD as:

- Improved mobility options, so people can walk and bike and take transit, and access multiple destinations in the region without a car;
- Increased transit ridership to support local and regional transit system operations and reduce traffic congestion;
- Quality neighborhoods with a rich mix of housing, shopping and transportation choices;
- Revenue generation for both the private and public sectors;
- Improved affordability for households through reduced transportation costs;
- Urban revitalization and economic development;
- Reduced infrastructure costs due to more efficient use of water systems, sewer systems and roads;
- Reduced energy consumption, greenhouse gas emissions and air pollution;
- Improved regional access to jobs; and
- Health benefits resulting from reduced auto dependence and healthier lifestyles.

Transit-Oriented Development

Transit-Oriented Development (TOD) refers to communities with high quality public transit services, good walkability, and compact, mixed land use. This allows people to choose the best option for each trip: walking and cycling for local errands, convenient and comfortable public transit for travel along major urban corridors, and automobile travel to more dispersed destinations. People who live and work in such communities tend to own fewer vehicles, drive less, and rely more on alternative modes.

Various communities in California have implemented extensive TOD over the last several decades. A recent study, *Factors for Success in California's Transit-Oriented Development*, commissioned by the California Department of Transportation, identified the following ten potential benefits of TOD.

- TOD can provide mobility choices. By creating "activity nodes" linked by transit, TOD provides important mobility options for young people, the elderly, people who prefer not to drive, and those who don't own cars. Places that offer travel options are very much needed in congested metropolitan areas.
- TOD can increase public safety. TOD development results in active places that are busy through the day and evening. Having such activity and lots of people around provides "eyes on the street" and helps increase safety for pedestrians, transit users, and many others.
- TOD can increase transit ridership. TOD improves the efficiency and effectiveness of transit service investments. It is estimated that TOD near stations increases transit use by 20 to 40 percent.
- TOD can reduce rates of vehicle miles traveled (VMT). Vehicle travel in many areas of the US tends to increase either at the same pace as population growth or to disproportionately higher levels. This has a lot to do with how land use patterns have been developed and creating housing and residential areas that are not accessible to employment areas with good transit systems. TOD can lower annual household rates of driving by 20 percent to 40 percent for those living, working, and/or shopping near transit stations.
- TOD can bolster households' disposable income. Housing and transportation rank as the first and second largest expenses in households, respectively. TOD can increase disposable income by reducing household driving costs: one estimate shows a household saving $3,000 to 4,000 per year. The access to so many amenities in just a few short blocks can significantly increase a family's disposable income by eliminating the need for a second car.
- TOD reduces greenhouse gas emissions, air pollution, and energy consumption rates. Since TODs provide safe and easy access to transit and typically occur in walkable and bikeable areas, people tend to drive less. As such, greenhouse gas emissions, air pollution and energy consumption rates are lower. TODs can reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year for each household.
- TOD can help conserve resource lands and open space. Because TOD consumes less land than low-density, auto-oriented growth, it reduces the need to convert farmland and open spaces to development.
- TOD can play a role in economic development. TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods, and to enhance tax revenues for local jurisdictions.

- TOD can decrease infrastructure costs. Since TOD features more compact development and often results from infill development, local governments can often reduce by up to 25 percent infrastructure costs of expanding water, sewage and roads.
- TOD can contribute to more affordable housing. TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. Housing costs for land and structures can be significantly reduced through more compact growth patterns

Another report by the US EPA details why TOD is beneficial to residents and the greater environment. Faced with an estimated 42-percent rise in population in the United States between 2010 and 2050, metropolitan centers around the country will soon see their population dynamics change. Already, almost every city in the country has had significant expansion in land area since 1950. With such population growth comes a need for more and better transportation options for residents and commuters.

The Puget Sound region is projected to grow by over 1 million people in the next twenty years. In Washington State, cities are required to demonstrate capacity to accommodate projected growth through zoning. Shoreline's portion of that allocation is 5,000 households and 5,000 jobs through 2035. However, accommodating growth targets is not the only reason to focus anticipated new households near transit. Creating nodes of density near transit implements smart growth principles discussed throughout this chapter, and supports more neighborhood-serving businesses. Redevelopment and regional investment brings infrastructure improvements, such as sidewalks and stormwater facilities, which have often been requested by residents for many years.

State growth projections also do not account for migration that may be the result of climate change, and Washington will likely be on the receiving end of such movement. Providing access to efficient transit service for more people, and utilizing green building techniques in new housing and commercial space can reduce greenhouse gas emissions, and are priority actions to mitigate the severity of climate change.

The environmental price of urban sprawl and highway construction often leads to the destruction of key ecosystems like wetlands and streams, which provide homes to important species and benefits like clean water and recreational activities to people living nearby. Encouraging development in areas that are already urbanized, known as infill development, spares ecosystems and the services they provide. This is a major advantage of TOD—by designing attractive and easily navigable urban areas, people will be more willing to live in the city center instead of the surrounding suburban communities. The travel time savings they experience in shorter, easier commutes and more convenient neighborhoods translate to savings for fragile and significant ecosystems.

TOD translates to long-term economic and environmental benefits as well. In general, residents of areas with high population density tend to drive less. Doubling an area's population density could reduce its residents' vehicle use by five to twelve percent. Designing communities specifically to encourage public transit use, as with TOD, can create an even bigger impact: residents of areas with TOD are two to five times more likely to use transit for their commutes and general travels than residents of areas without TOD.

Residents and the environment both benefit from improved transit. Drivers will face less congestion as fewer cars will be on the road. All residents, especially those with respiratory health concerns, will benefit from improved air quality. Fewer greenhouse gases from vehicle fuel combustion will enter the atmosphere, aiding in the fight against climate change. Residents without cars will be able to travel to previously inaccessible job markets and recreational activities.

Connecting more residents to the transit network will create quick and reliable ways for people to commute to work or experience the city without having to depend on a car, saving them money on gas and time in traffic.

Supporting Adopted Federal, State, Regional, and Local Plans and Policies

There are several local, regional, state, and federal plans and policies that are relevant to the subarea plan. Refer to Chapter 1 for a more detailed description of these plans and policies. Implementation of the redevelopment proposed in the plan will support these adopted plans and policies in many ways:

- PARTNERSHIP FOR SUSTAINABLE COMMUNITIES—This subarea plan supports the United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) interagency partnership and aligned policies for sustainable communities. Expanding housing choices, integrating land use and transportation, and investing in vibrant and healthy neighborhoods that attract businesses are key principles that implementing the plan will support.
- WASHINGTON STATE GROWTH MANAGEMENT ACT—Implementing the subarea plan will result in growth and redevelopment that is consistent with the Growth Management Act's statutory goals, including the importance of reducing urban sprawl, encouraging efficient multi-modal transportation systems, encouraging the availability of affordable housing, protecting the environment, and enhancing the state's quality of life, among others. A key purpose of preparing this subarea plan is to create a framework for implementation that will ensure public facilities and services necessary to support development will be in place as the subarea grows, an important premise of the Growth Management Act.
- VISION 2040 PLAN FOR THE PUGET SOUND REGION—Implementation supports the 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. Specifically, the plan proposes focusing growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. The plan also will provide a range of affordable, healthy, and safe housing choices and promote fair and equal access to housing for all people.
- GROWING TRANSIT COMMUNITIES PARTNERSHIP—This subarea plan is consistent with the Partnership's commitment to make the most of the $25 billion investment in regional rapid transit 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 plan is consistent with the station area typology "Build Urban Places," as discussed in Chapter 1.
- COUNTYWIDE PLANNING POLICIES—This subarea plan is consistent with the King County Countywide Planning Policies and provides the opportunity to meet assigned growth targets for Shoreline for decades to come. The plan supports the Countywide Planning Policies by establishing a framework for creating a vibrant, diverse and compact urban community and "focusing redevelopment where residents can walk, bicycle or use public transit for most of their needs."
- CITY OF SHORELINE VISION 2029 AND FRAMEWORK GOALS—This subarea plan reinforces Shoreline's vision for being a regional and national leader for living sustainably and creating a city of strong neighborhoods and neighborhood centers with diverse housing choices. Implementing the plan will support the Framework Goals that guide planning in Shoreline and contribute to improving community health and ensuring that Shoreline is a safe and progressive place to live, and better for the next generation and generations to come—all key premises of Vision 2029.

- CITY OF SHORELINE COMPREHENSIVE PLAN—The plan is consistent with and supports the City's adopted Comprehensive Plan, including specific policies relevant to the light rail station areas that call for expanding housing choices in proximity to the station, enhancing pedestrian and bicycle connectivity in the station subarea, and connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner. This subarea plan also provides transition from high-density multi-family residential and commercial development to single-family residential development through the proposed zoning designations and development standards. The subarea plan leverages the investment in light rail as a foundation for other community enhancements. Implementing this plan will promote a reduced dependence upon automobiles by developing transportation alternatives, promoting housing affordability and choice, and supporting neighborhood-serving businesses—all important policies in the City's Comprehensive Plan.
- SHORELINE CLIMATE ACTION PLAN AND ENVIRONMENTAL SUSTAINABILITY STRATEGY—As previously mentioned, building more housing options in proximity to high-capacity transit and creating a more walkable and bikeable neighborhood over time will reduce the amount of miles people drive, and therefore carbon emissions—a key objective of the City's Climate Action Plan. The Environmental Sustainability Strategy also provides direction about balancing economic development with social equity and environmental considerations. Successful implementation of the station subarea plan supports these objectives. Refer to discussion later in this chapter about "triple-bottom line" benefits and expected reductions in greenhouse gas emission levels as a result of implementation.

Kids at Shoreline's School's Out Camp

- ECONOMIC DEVELOPMENT STRATEGIC PLAN—The proposed redevelopment promotes placemaking and sustainable economic growth with proposed improvements that will attract investment and vertical growth, via sustainable multi-story buildings that efficiently enhance neighborhoods. In addition to creating more local jobs and providing more goods and services in Shoreline, increasing revenue from sales taxes also takes pressure off of property taxes to support the level of service and infrastructure improvements desired by the community.
- TRANSPORTATION MASTER PLAN—Proposed transportation improvements of the subarea plan are consistent with the City's Transportation Master Plan (TMP). The policies of this subarea plan encourage best practices in street design such as integration of green infrastructure and low impact development, which are promoted in the TMP, along with provision of complete streets with facilities for all modes of transportation. Proposed capital improvements of the subarea plan support the TMP's methodology of placing a higher priority on pedestrian and bicycle connectivity and safety.

- SHORELINE PARKS, RECREATION, AND OPEN SPACE MASTER PLAN—Consistent with the Parks, Recreation, and Open Space (PROS) Master Plan, this subarea plan proposes parks and recreation facilities be provided to support the new transit-oriented community as it develops over time. Implementation of the subarea plan also will preserve, protect, and enhance natural resources and will provide for transportation options to better connect citizens to recreation and cultural facilities, key policies of the PROS plan.
- SHORELINE SURFACE WATER MASTER PLAN—Redevelopment and street improvements will be required to meet the provisions of the Surface Water Master Plan, as well as Washington State Department of Ecology requirements pertaining to surface water management and water quality. Capital projects as well as private developments will integrate green stormwater infrastructure solutions to meet these requirements. Overall, the surface water system will be improved with redevelopment over current conditions since much of the subarea was developed in an era without the level of stormwater regulation that is in place today.
- SHORELINE TOWN CENTER SUBAREA PLAN AND NORTH CITY SUBAREA PLAN—This station subarea plan recognizes the importance of the Town Center and North City districts as neighborhood-serving anchors to the subarea. The proposed focus on the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor for redevelopment will strengthen connectivity to and from these districts for residents of the subarea.

Environmental Benefits of Integrated Land Use and Transportation

By locating a diversity of higher density housing options in proximity to high-capacity transit, and improving pedestrian, bicycle, and local transit connectivity to and from the light rail station, the subarea plan effectively integrates land use and transportation. This is a key premise of smart growth and many of the adopted plans and policies discussed above.

By creating a more compact, walkable, and bikeable transit-oriented community, citizens will have more options about how to travel in Shoreline, reducing reliance on driving. Encouraging infill development reduces average trip distances and costs of transportation infrastructure by locating new development in already developed areas, so that activities are close together. Encouraging growth inward also reduces suburban sprawl and degradation of natural areas and greenfields at the perimeter of the region. Other environmental benefits, as discussed earlier in this chapter, include reduced greenhouse gas emissions, air pollution, and energy use as a result of integrating land use and transportation systems.

With redevelopment, existing surface water management and water quality conditions would improve given the more stringent regulations in place today compared to when the neighborhood originally developed.

The City of Shoreline encourages green buildings and low impact development, which is another component of how land use can support smart growth principles and implement environmental policies, while improving quality of life for residents.

Popular Modes of Travel in the Seattle Area

Enhanced Neighborhood Character

Addition of light rail service and modifications to zoning and development regulations will change the existing single family character of the neighborhoods over time. Some consider this to be potentially detrimental or out of sync with their expectations, but others foresee regional investment in the local community as a mechanism to bring desired positive changes. Attractive streetscapes, public spaces, quality architecture, sidewalk cafes, public art, and new landscaping will be encouraged or required as part of new development along key corridors. The subarea plan calls for creating a distinctive, attractive transit-oriented community surrounding the light rail station, with a strong sense of place and physical improvements that foster civic pride and community cohesion. The City has drafted code language to encourage quality, context-sensitive design for development, and will prioritize capital projects to enhance pedestrian and bicycle connectivity that supports neighborhood access to and from the station, as well as within subarea neighborhoods.

Upgraded Infrastructure

Implementing redevelopment proposed in this subarea plan will result in specific infrastructure upgrades, including street and intersection improvements for all modes; expansion of the pedestrian, bicycle, and local transit network; and utility system upgrades with water, sewer, surface water management, energy, and communications services that have capacity to accommodate growth over time. As a result of adoption of the subarea plan, infrastructure agencies and service providers will need to update their systems plans, procure funding for, and implement improvements to their facilities to serve the expected new customers and land uses in the subarea over time as redevelopment occurs.

Economic Benefits and More Disposable Household Income

The most direct economic benefit of TOD is increased ridership and the associated revenue gains, which supports the long term sustainability of the transit system. Other economic and financial benefits include new investment leading to revitalization of neighborhoods, joint development opportunities, and the potential for increased value for those who own land and businesses near the station.

Financial returns over time can benefit property owners. As discussed in Chapter 4, walkable, transit-oriented neighborhoods typically experience increases in property values and have higher residential and commercial rents, retail revenues, and for-sale housing values than less walkable places. (The relationship between property values and property taxes is discussed in Chapter 4). A key consideration in this regard is to ensure adequate measures are in place for the provision of affordable housing options. The City has several provisions that encourage, incentivize, and require affordable housing as part of redevelopment projects that will help to minimize gentrification in the subarea.

Another benefit of redevelopment in an already developed area (rather than in an undeveloped, "greenfield" area) is that infrastructure improvement costs are often lower. While the street network will need to be improved and utility systems expanded over time to serve growth, there is already a system of infrastructure in the station subarea. As such, overall infrastructure improvement costs will be less than if the development were to occur in an undeveloped area—a more efficient and cost-effective growth strategy for the region.

As mentioned in the introduction of this chapter, transportation ranks behind housing as the second highest expense for households. When residents can live near high-capacity transit and in walkable and bikeable communities, they don't have to drive as much. Some of their typical household income spent on driving can go toward other household expenses. Studies have shown that living in a transit-oriented community can increase disposable income by reducing household driving costs. One estimate shows a household saving $3,000 to $4,000 per year when you factor in the costs of insurance, parking, fuel, car payments, maintenance, and other expenses related to vehicle ownership and use. The access to so many amenities in just a few short blocks can significantly increase a family's disposable income by eliminating the need for a second car.

Community Health and Livability

There is a growing interest in living in walkable, transit-oriented communities in the US. People want to live closer to work, shopping, doctors' offices, school, parks, community services, and other destinations. More Baby Boomers and young working professionals and families of the Millennial generation are flocking to urban areas and the amenities of living in an urban neighborhood with a walkable and bikeable network and transit access.

Walkable, bikeable communities connected to high-capacity transit lead to more healthy and active lifestyles. America's population is aging. As many homeowners seek opportunities to "age in place" in communities that meet their needs, some are also looking to downsize into smaller homes and multifamily options. Living in a neighborhood with good access to high-capacity transit helps to serve their needs as they grow older and drive less. Studies indicate that men and women typically stop driving in their mid to late 70s. This means they may have many years of independent or assisted living, within which being in an accessible neighborhood in proximity to transit would be of great benefit. The amenities of an urban neighborhood appeal to a growing number of people who are in their 50s and above. Market researchers are seeing a trend toward trading suburban homes with condos and apartments in vibrant, urban neighborhoods.

While parents of the Baby Boom generation tended to retire in warmer climates or age-restricted communities, researchers speculate that the Boomers will prefer the enforced minimalism of urban environments. Smaller, more efficient living spaces and minimal or no yards reduce the amount of time they have to spend on maintenance and upkeep, giving them more free time in for other activities in retirement. Living near transit allows them the opportunity to go to events, concerts, art galleries, museums, shops, theaters, and other places in the urban area without having to drive. The online real estate company of Redfin estimates that more than a million Baby Boomers moved from neighborhoods 40 to 80 miles outside of downtown city areas to be in more urban areas between 2000 and 2010.

With chronic disease as a growing concern in the US, living in a transit-oriented, walkable community can greatly improve health. This is particularly true for low-income neighborhoods, since they have disproportionately high rates of chronic disease and generate higher per-person health care expenditures. In review of the underlying conditions of chronic disease and health care costs, one of the most significant drivers is the level of increasing obesity in America. With more than one-third of its adult population obese, the US is facing an issue of epidemic proportions. Hypertension, dyslipidemia, type 2 diabetes, coronary heart disease, stroke, osteoarthritis, respiratory problems, and certain cancers, including endometrial, breast, and colon cancer, are among the known correlates to obesity.

Current health care costs associated with obesity are estimated at nearly 10 percent of nearly all medical expenses and could reach to 16-18 percent by 2030 if current trends continue.

The more residents can walk and bike to and from transit and to get around their neighborhoods, the healthier they will be.

Multiple research studies have demonstrated a clear relationship among the design of the built environment, walkability, and health. These studies have found that residents of TOD neighborhoods drive less and walk more as part of their daily activities. An Active Living Research study of residents

Shoreline's Farmers Market

in 33 California cities revealed that the obesity rate among adults who drove the most was 27 percent, which is about three times higher than the obesity rate among those who drove the least (9.5 percent). In another study, researchers compared two groups of randomly selected commuters in Charlotte, North Carolina, where a new light rail system was built. After one year, commuters who regularly took the new train were, on average, 6.45 pounds lighter than those who continued driving to work.

In addition to the impact on obesity and chronic disease, more walking and less driving produces a number of ancillary benefits, including reduced stress and greater neighborhood sociability.

Research shows that living in a more walkable neighborhood or community also brings livability and social benefits. People know more of their neighbors in a walkable area and tend to be more actively involved in their community. They are more active, healthier, and happier on average. People who live in walkable communities feel that they have more friends, and feel that their neighborhoods are safer and more active. People are more connected to and invested in their community in a walkable area. Studies show that more volunteerism and community building activities occur in these areas. People also are willing to pay more to live in a walkable community in recognition of these benefits.

Summary—The Triple Bottom Line

When considering outcomes in planning, there is often a consideration of the "triple bottom line"—financial, social, and environmental performance. This subarea plan proposes a strong triple bottom line solution for the community and the region that enhances sustainability and livability for all through improved economic, social, and environmental outcomes. Focusing growth around transit stations capitalizes on the extensive public investments in transit and supporting infrastructure by producing local and regional benefits.

Successful redevelopment in the subarea will result in a diversity of new housing choices and mixed use development with neighborhood-supporting retail and services in an attractive, walkable village surrounding the planned light rail station. Implementing the subarea plan will connect people to jobs through high-capacity transit and offer many benefits for residents in the subarea. Ideally, people will have access to an affordable and active lifestyle with places where their children can play and they can grow old comfortably.

Any change can be unnerving, and the neighborhood will likely experience "growing pains" as it transitions over time. Yet important environmental goals can be realized as well. One objective of station subarea planning is that people will be able to ride transit, walk, and bicycle more, and drive less, reducing regional congestion, air pollution, and greenhouse gas emissions. Another is that through responsible, sustainable, and green building and site development, natural resources will be protected, stormwater will be well-managed, water quality will be improved, and opportunities to enhance the neighborhood with new trees, rain gardens, and other landscaping will be realized.

With regard to social equity considerations, creating and preserving affordable housing and providing greater choice in housing styles supports diverse needs and preferences. This includes homeownership and rental opportunities for evolving markets, live/work lofts to attract "the creative class", and a range of price points and design options suited to demographics like Millennials and Baby Boomers. New public spaces, parks, streetscapes, and places to gather and socialize will offer an enhanced quality of life and vibrancy to the neighborhoods of the subarea.

Expanded mobility choices that reduce dependence on the automobile will reduce transportation costs and free up household income for other purposes. Shoreline citizens will have improved access to jobs and economic opportunity, including those with lower incomes.

With regard to economic development, the proposed subarea plan will lead to increased transit ridership and fare revenue, sustainably supporting the system over the long term. There is the potential for added value created through increased and/or sustained property values. Allowing new uses in areas that have historically been strictly residential creates entrepreneurial opportunities, generates jobs, and supports neighborhood-serving businesses.

All of these benefits directly translate to a strong triple bottom line outcome for Shoreline and the Puget Sound Region.

Incremental Implementation Strategy

7

185th Street Station Subarea Plan

The Pearl District's Transit-Oriented Development in Portland, Oregon.

This chapter of the 185th Street Subarea Plan focuses on planning and implementation actions that need to be completed over the next twenty years to serve growth in the subarea, including system planning updates, coordination and outreach, exploration of partnership opportunities, capital improvements, and other activities.

Planning Horizon: Year 2035

Build-out of the proposed zoning described in Chapter 5 for the subarea, will take many decades to be realized (80 to 125 years at 1.5 percent to 2.5 percent growth). Proposed actions in this chapter of the subarea plan anticipate the level of change that will occur over the next twenty years after adoption of the plan—by 2035. Understanding impacts and necessary mitigations in this 20 year timeframe will allow the City to prioritize capital projects in the near term; analyzing impacts of full build-out also provides an understanding of long-term needs. If development happens more quickly than the projected growth rate, the City knows what mitigations need to be implemented by developers. If at some point in the future proposed development would exceed the level analyzed in the EIS process, additional analysis of impacts and requisite improvements would need to be performed before projects could move forward.

Anticipated Growth and Change over the Next Twenty Years

Within the twenty-year planning horizon through 2035, there are three important timeframes and anticipated activities within each to consider.

- 2015 TO 2018

  The first three years after plan adoption, system plans will need to be updated such as transportation, sewer, water, and surface water master plans, the park and recreation plan, etc. Capital improvement plans will need to be updated to reflect the new projects needed to support the subarea. This will also be an intensive time of coordination and outreach with agencies, service providers, property owners, etc. The City and other agencies will seek funding for capital projects and move forward with implementing them. The City also will be exploring possible partnerships in redevelopment activity.

The light rail station and system will be going through final design. The City will be working with Sound Transit to explore the potential for including some community uses and active street-level uses at the station and park-and-ride garage.

While some planning and design of redevelopment would be expected, only minimal construction would be anticipated during this stage. Some property owners may move forward with redevelopment or work with other property owners to aggregate parcels for redevelopment. There could be more of a focus in areas closest to the station or on larger parcels that can accommodate redevelopment without aggregation. Sound Transit will begin construction of tracks and station.

2019 TO 2023

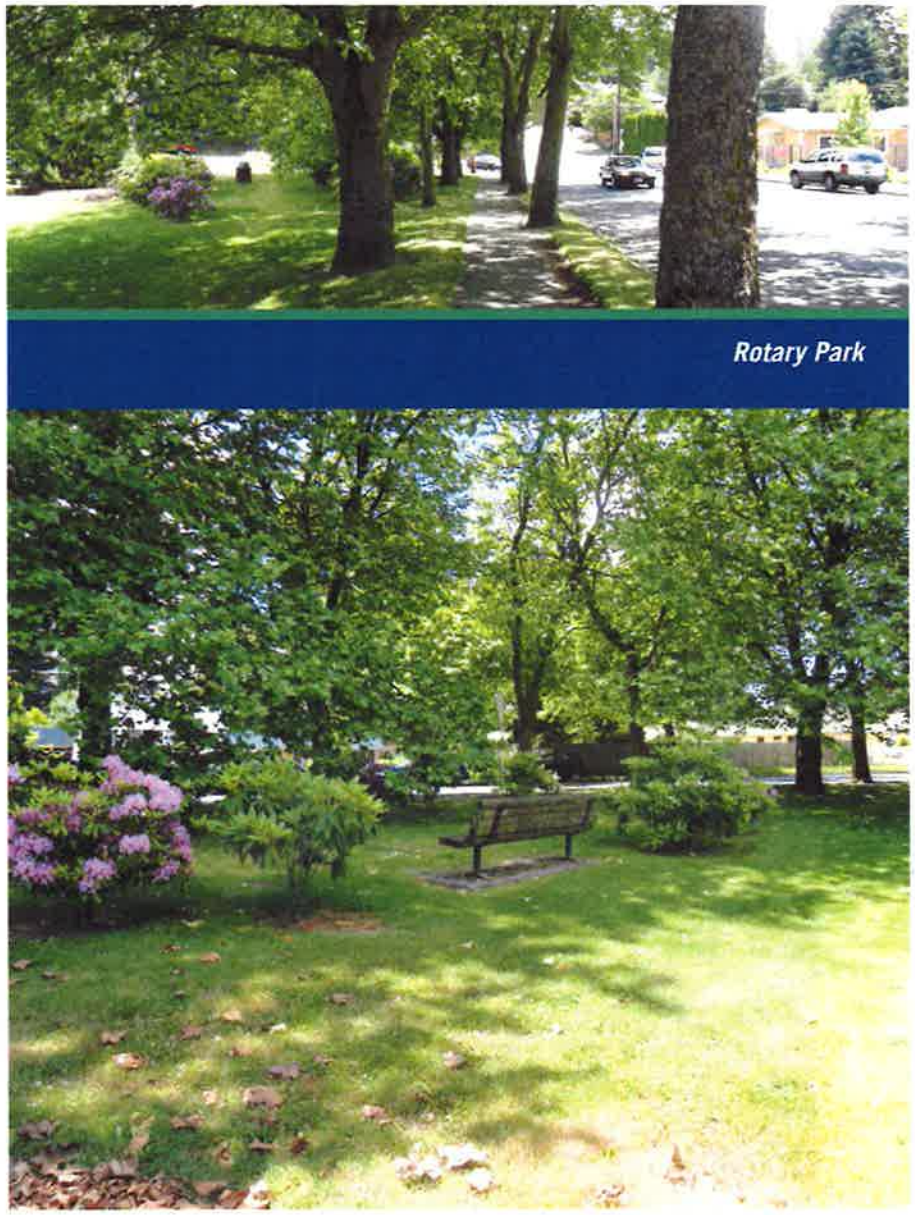
During this five-year timeframe, some continued systems planning and capital improvement plan updates would occur according to their normal cycles. The City and other agencies will continue to fund and implement capital projects to support growth.

The City will continue to coordinate with and provide outreach to agencies, service providers, and property owners, and also will regulate planning, design, and construction of redevelopment projects. Some property owners may move forward with redevelopment or work with other property owners to aggregate parcels to sell for redevelopment.

The City also will continue to explore potential partnerships in redevelopment and a partnership project could move forward. Examples of partnership projects might include development of regional surface water facilities to serve the subarea, coordinating on redevelopment of uses at the Shoreline Center if the School District moves forward with any changes there, or supporting an affordable housing project.

Also during this timeframe, some redevelopment may move forward into construction, with some likely timed for completion toward the opening of light rail. There may be more of a continued focus on properties immediately surrounding the station, as well as on some of the larger parcels that can accommodate redevelopment without aggregation.

Construction of the light rail station and system would progress toward completion and operation by 2023. Existing and new residents and employees in the subarea would be able to access the station via improved streets, intersections, and sidewalks. It is hoped that people from the subarea will primarily walk and bicycle to the station given improvements planned by Sound Transit and the City. People from the outer reaches of the subarea and from throughout the surrounding region (including the rest of Shoreline) will access the station via improved local transit connections and park-and-ride. Bike share and car share programs may be implemented.



Rotary Park

Shoreline Park Playground

Table 7-1: Expected Population, Households, and Employees in the Subarea by 2035

	1.5 TO 2.5 PERCENT AVERAGE ANNUAL GROWTH
2035 New Population	+2,916 to 5,399 More People*
2035 New Households	+1,140 to 2,190 More Households*
2035 New Employees	+502 to 928 More Employees* in Approximately 1,850,000 GSF
2035 Total Population	10,860 to 13,343 Total People
2035 Total Households	4,450 to 5,500 Total Households
2035 Total Employees	1,950 to 2,370 Total Employees in Approximately 4,740,000 GSF

** Above current levels of population, households, and employees in the subarea. Numbers include redevelopment in the area of adopted zoning in the subarea, as well as in subarea portions of the Town Center and North City districts.*

▶ 2024 TO 2035

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. During this ten-year timeframe, systems planning and capital improvement plan updates would occur according to their normal cycles. The City and other agencies will continue to fund and implement capital projects to support growth.

The City will continue to coordinate with and provide outreach to agencies, service providers, and property owners, and also will regulate planning, design, and construction of redevelopment projects. The City may be involved in specific redevelopment project implementation as described for the 2019 to 2023 timeframe.

Redevelopment throughout the subarea (where the new zoning has been adopted) will continue. There may continue to be more of a focus on larger parcels and areas surrounding the station, but redevelopment may also occur elsewhere throughout the subarea. In accordance with the anticipated pace of average annual growth of 1.5 percent to 2.5 percent, it is estimated that there could be up to 2,190 new households and up to 1,850,000 gross square feet (GSF) of ground-floor/street-level active uses such as retail, professional office, and neighborhood services developed in the subarea as part of new projects as shown in **Table 7-1**. The total estimated population, households, and employees in the subarea are also depicted in the table.

The light rail system will continue to operate, with continuous building ridership coming from existing and new residents and employees in the subarea. With ongoing improvements to streets, intersections, and sidewalks throughout the subarea, more and more people will be able to walk and bicycle to the station. Some from the outer reaches of the subarea and from throughout the surrounding region (including the rest of Shoreline) will access the station via improved local transit connections and park-and-ride. Bike share and car share programs may be in place by this time, contingent upon minimum densities needed to support these services.

Near Term Planning Actions

With adoption of this subarea plan, the City also will amend its Comprehensive Plan and Municipal Code to reflect the adopted change in land use and zoning. The City will continue to review and evaluate how development standards and regulations in the Code are being applied with redevelopment and may modify these as time goes by to correct deficiencies and enhance compatibility.

In addition to these activities, the City and agencies such as Shoreline Water District, Seattle Public Utilities, Ronald Wastewater and other service providers will be updating their systems plans to reflect the adopted zoning and anticipated growth in the subarea. The agencies and service providers will explore funding and implementation options and monitor the pace of redevelopment to ensure that systems and facilities are upgraded incrementally to support the new growth as it occurs.

Likewise, the City will update its Capital Improvement Plan to reflect prioritization of the improvements needed in the subarea and continually monitor redevelopment, completion of capital improvements, and ongoing improvement needs in the subarea. The City also will update systems plans, including the Parks, Recreation, and Open Space Plan; Surface Water Master Plan; and Transportation Master Plan. The City will work to fund and complete key planning and design projects such as a specific corridor plan with preliminary design for the NE 185th Street/10th Avenue/180th Street corridor. Estimated costs for planning and plan updates are listed at the end of this chapter.

Coordination and Outreach

The City will continue to coordinate and provide information and outreach to agencies, service providers, property owners, and the general community. City staff will provide ongoing updates on progress of plan implementation and redevelopment activity in the subarea. During the first three years after adoption, it will be particularly important to closely coordinate with these entities to monitor improvements being made and to estimate the potential pace of redevelopment activity. During the first year after adoption of this plan, the City will need to provide ongoing coordination and outreach and schedule specific meetings with entities such as:

- Sound Transit
- Washington State Department of Transportation
- Shoreline School District
- Seattle City Light
- Property Owners – including those who own larger parcels such as multiple religious organizations
- Shoreline Water District
- Seattle Public Utilities
- Ronald Wastewater District
- Energy and communications service providers
- Solid waste management contractor(s)
- Interdepartmental representatives at the City from Transportation, Surface Water, Utilities, Parks and Recreation, and other departments
- Human and social services providers

The City will continue to provide outreach to individual property owners through community engagement activities (website updates, periodic public meetings, news articles, etc.)

Potential Transit-Oriented Redevelopment

Exploring Potential Partnerships

The City will be moving forward with capital improvement planning and implementation, but also may find opportunities to support redevelopment and be engaged in projects as a key partner. Examples of partnership projects might include development of regional surface water facilities to serve the subarea (which can be combined with urban park solutions), coordinating on redevelopment of uses at the Shoreline Center if the School District moves forward with any changes there, supporting an affordable housing project, and working with Sound Transit to include some community uses and active uses as part of station and park-and-ride development.

Specific partnership projects are not defined in detail at this stage. Considering options and reaching conclusions about how the City can be involved to support and implement projects through various partnerships should be a focus over the next one to three years and beyond. This would include potential partnerships with public agencies, nongovernmental organizations, and private entities. "Partnership" could entail provision of in-kind services, waiving of fees or certain requirements to help facilitate implementation, property acquisition, funding/financial involvement, technical assistance, and/or providing a specialized level of support to key projects.

For example, the City owns property adjacent to the Shoreline Center (Shoreline Park and Shoreline Pool) and operates activities within the Center complex (Spartan Recreation Center). Policy direction in this plan encourages partnership with the School District to potentially combine these services.

Capital Improvement Project Recommendations Based on Expected Growth through 2035

While overall the subarea zoning would not build out for approximately 80 to 125 years, improvement needs for the next twenty years have been defined based on the 1.5 to 2.5 percent growth rate.

The assumed growth rates are based on historical trends in the region and may fluctuate around the average of 1.5 and 2.5 percent annually depending on actual market conditions. Additionally, while the analysis assumed an equal distribution of development throughout the subarea, particular parcels may redevelop at a higher or lower rate than the average. The length of time until full build-out of the subarea plan will

enable the City and other agencies and service providers to monitor growth and proactively plan for needed improvements. This should occur as development proceeds in order to provide a sustainable and efficient infrastructure system within the subarea, and so that public services like parks and schools can keep pace with growth.

In the meantime, the next twenty years will bring an important focus on funding and implementing projects to support anticipated growth. This plan forecasts capital improvements needed to accommodate existing uses and redevelopment over the next twenty years. This includes expansion of and improvements to the transportation system, utilities such as water, sewer, surface water, energy, communications, parks and recreation, and other public services. Anticipated capital improvement needs are described on the following pages for:

- Transportation System
- Utility Systems
- Parks, Recreation, Open Space and Other Areas of the Public Realm
- Schools and Other Public Services

Recommended capital improvements are based on planning level analysis. These will need to be further evaluated and confirmed through systems plan updates by agencies and service providers.

Runner along 185th Street

Transportation System Improvement Needs

Existing and planned transportation system conditions are described in Chapter 3 of this plan. In addition to projects that area already planned, new capital improvements will be needed over the next twenty years to serve anticipated growth and redevelopment in the subarea. Estimated increases in PM Peak period trips and trip rates per mode are shown in **Table 7-2** for the next twenty years through 2035 and for the full build-out of the subarea.

Table 7-2: Forecasted PM Peak Travel and Percentage of Trips by Mode

	EXTERNAL WALK/ BIKE TRIPS	EXTERNAL TRANSIT TRIPS	INTERNAL TRIPS	EXTERNAL AUTO TRIPS	TOTAL PM PEAK TRIPS GENERATED	EXTERNAL PM AUTO TRIPS GENERATED	DAILY TRANSPORTATION-RELATED GHG EMISSIONS
First Twenty Years (Up to 2035)	5%	8%	29%	57%	8,289	4,725	169
Subarea Overall with Full Build-Out of the Planned Action (By 2095 to 2140)	10%	11%	35%	45%	20,111	8,967	320

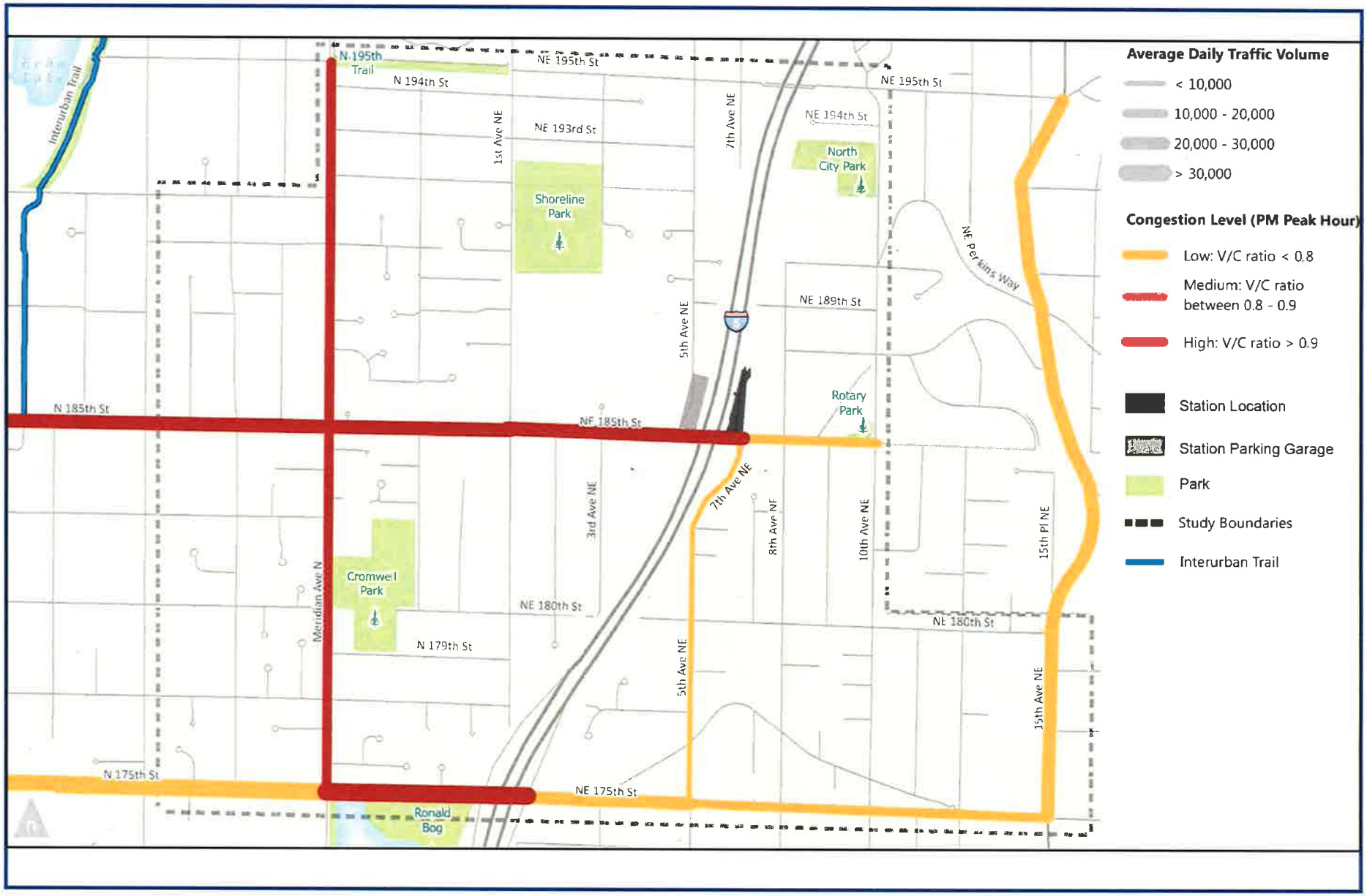


FIGURE 7-1: Average Daily Traffic and PM Peak Congestion for the First Twenty Years (up to 2035)

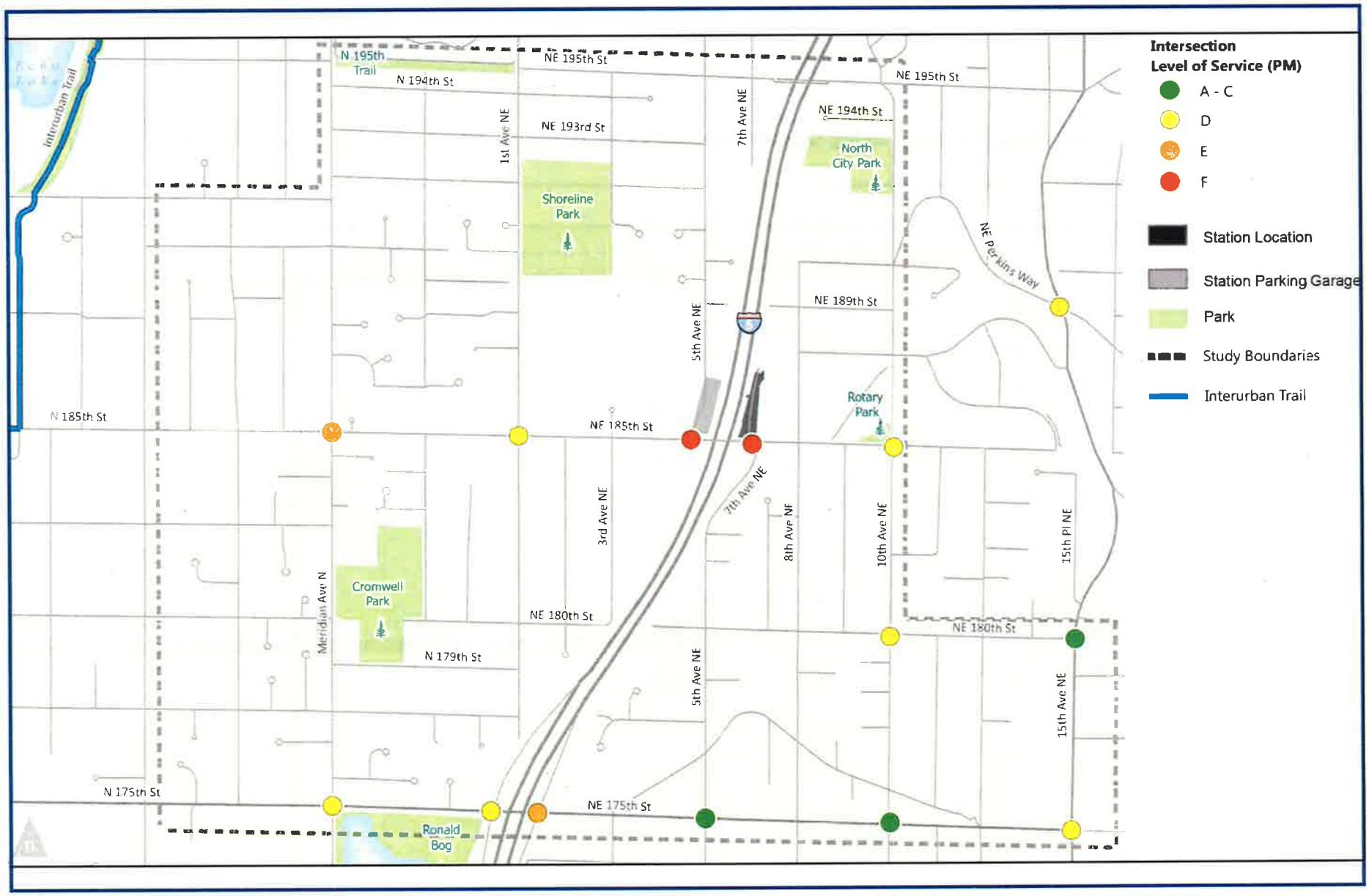


FIGURE 7-2: Intersection Level of Service for the First Twenty Years (up to 2035)

AVERAGE DAILY TRAFFIC AND INTERSECTION LEVEL OF SERVICE

As shown in **Figure 7-1** and **Figure 7-2** , additional trips resulting from redevelopment in the subarea would increase average vehicle delay at intersections and along roadways. However, many intersections would still operate at or better than LOS D during the PM peak period. Congestion along N-NE 185th Street would be influenced by actual development patterns and the access routes to the new development. Intersections directly adjacent to the station and the parking garage would most likely require signalization as a result of trips generated specifically for station access. However no added lane capacity would be required at those intersections. While impacts from light rail implementation are addressed in the Lynnwood Link Extension DEIS, the following section identifies specific steps the City may take to address additional potential impacts within the subarea.

Again it should be noted that while the analysis assumes an equal distribution of development throughout the subarea, particular parcels may redevelop at a higher or lower rate than the average. As such, actual distribution of development would impact where and when specific roadways and areas experience a change in travel patterns.

In addition to the roadway improvements called out in the Shoreline Transportation Master Plan (TMP)[1], the following measures are recommended for subarea over the next twenty years.

N-NE 185TH STREET

The main corridor within the subarea is also the primary connection to the station and will most likely experience the largest amount of trip growth. Current daily volumes of up to 9,700 along the corridor are far below capacity and do not necessitate any infrastructure improvements beyond what has already been identified in the TMP and the Lynnwood Link Extension Preferred Alternative.

Based on forecast volumes, N-NE 185th Street may carry up to 20,000 vehicles per day; approaching the theoretical capacity of the corridor. Beyond what has already been identified in the TMP, the City should take the following actions as appropriate during the twenty-year horizon to properly manage changes in travel patterns along this corridor.

- Travel demand management strategies to reduce overall vehicle trips along the corridor. This includes continued expansion of the bicycle and pedestrian network along with transit service priority measures
- Continue to monitor traffic volumes on a bi-annual basis to identify changes in congestion patterns
- Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185th Street
- Expand signal coordination and other Intelligent Transportation Systems (ITS) strategies.
- Consistent with the TMP, reconfigure the intersection of N 185th Street and Meridian Avenue N
- Provide protected/permitted phasing for northbound and southbound left-turn movements at N 185th Street and Meridian Avenue N
- 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
- As traffic volumes approach the capacity of N-NE 185th Street, evaluate adding lane capacity from Aurora Avenue N to 7th Avenue NE.
- The City intends to develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation, and a funding plan for improvements.

Left: Existing 195th pedestrian bridge; proposed to be improved with the light rail station project; Right: Bike sharrow

PEDESTRIAN AND BICYCLE FACILITIES

Additional traffic along N-NE 185th Street along with increased bus service will create a higher potential for conflicts between bicyclists, pedestrians, transit vehicles and automobiles. One possible measure to properly accommodate all modes could be a cycle track from the Interurban Trail to 10th Avenue NE. A facility of this nature would allow for a safe non-motorized connection via the key N-NE 185th Street corridor while separating bicycles from vehicles and pedestrians. As mentioned previously, the City intends to develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities. The corridor plan will examine this potential option more closely including the potential need to expand Right-of-Way.

With redevelopment, the City intends to improve overall pedestrian and bicycle connectivity by allowing for more dedicated pathways with parcel consolidation and expanded development. Any new development in the area under the proposed zoning should consider pedestrian and bicycle paths through the sites to allow for connections to the station and subarea amenities without the need to travel along busy arterials. A dedicated path along the I-5 right-of-way near the proposed light rail alignment could provide a connection between the station and the pedestrian and bicycle bridge at NE 195th Street and would provide a connection to the regional trails such as the Interurban Trail and the Burke-Gilman Trail. Additionally, bicyclists from Lake Forest Park and areas to the northeast and east of the subarea may utilize Perkins Way as an access route to the station. This is a coordination action that the City, Sound Transit, and the Washington State Department of Transportation should explore in the near term to assess feasibility.

While the City is currently upgrading Perkins Way with bicycle signage as part of the Interurban and Burke-Gilman Connector project, a more separated facility to accommodate bikes may be needed. Conversely, traffic volumes from new development along 10th Avenue NE may necessitate the installation of bicycle lanes to provide a safer bicycling environment. Another possibility for future consideration could be a trail along the utility corridor on 8th Avenue NE.

The City is interested in exploring opportunities for bicycle sharing and bicycle storage facilities near the station to encourage and enhance bike access to transit. This likely would encourage more use of the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor as a bicycle connection to and from the station.

Seattle Bike Share

TRAFFIC CALMING

The City will engage as needed in traffic calming measures along non-arterial streets to prevent cut-through traffic both to the light rail station and the new development sites. The City of Shoreline has a Neighborhood Traffic Safety Program to help address the safety concerns on residential streets stemming from higher speed and/or cut-through traffic. This program includes enhanced enforcement and education, along with engineering solutions such as traffic circles, speed humps, and narrowed lanes. Solutions to address traffic issues are discussed and implemented as part of a public process to ensure they appropriately address a given circumstance.

TRANSIT SERVICE AND BIKE AND CAR SHARING

At least 22 buses are expected to serve the future light rail station during the PM peak hour, or roughly one bus every three minutes. Depending on final design of the station, ample bus pull-out and layover space should be provided to maintain operations efficiency and prevent spillover impacts to the roadway network.

Transit service integration and improvements will be an important priority after the light rail station is operating. As part of the Transit Service Integration Plan (TSIP), anticipated for adoption in 2016, the City should specifically focus on the N-NE 185th Street/10th Avenue/180th Street corridor to ensure transit vehicles can operate efficiently through the subarea. Strategies the City may employ include the construction of signal priority systems, queue jumps, and bus bulbs. Specifically, these solutions should target potential chokepoints along N-NE 185th Street, such as Meridian Avenue N and/or 5th Avenue NE. Additionally the plan should 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.

The City of Shoreline should continue coordinating with area transit agencies in the development of a TSIP for the light rail station subarea. This coordination should coincide with traffic analysis to ensure transit service reliability along the major corridors in the area.

Additionally, on-demand transport such as the King County Metro Access and the Hyde Shuttles should have direct service to the light rail station bus access point in order to improve service for those with mobility limitations.

Additional modes that could operate in coordination with transit include bike sharing or car sharing programs, with organizations such as Zipcar, Car2Go or Puget Sound Bike Share ("Pronto"). An analysis of potential demand for these services should be conducted to determine their relative feasibility.

PARKING MANAGEMENT STRATEGIES

Monitoring and managing parking issues in the subarea should be an important focus of the first twenty years of implementation of any action alternative. As demand for parking shifts with the light rail service and changes in development, the City has a number of parking management strategies that are common elements in Transit-Oriented Development.

Existing view of the 10th Avenue NE corridor

- RESIDENTIAL PARKING ZONES (RPZ) – Implementation of an RPZ would help discourage long-term parking within residential areas by retail or light rail station users.
- TIME LIMITS AND RESTRICTIONS – Time limits can help reduce parking spillover into residential areas and can also improve parking turnover in commercial areas.
- PARKING LOCATION SIGNAGE – Information directing drivers to available off-street parking locations can improve vehicle circulation and ensure that parking supply is utilized.
- VARIABLE PARKING PRICING – Changes in parking rates based on time period and demand can help moderate available supply.
- ADDITIONAL OFF-STREET PARKING SUPPLY – If existing parking facilities are being efficiently used, then the City or property owners may consider adding off-street parking to ease the pressure off of on-street supply.

While any new development is required by City code to provide ample off-street parking for the demand generated by its respective use, there are options to reduce the overall amount of parking supply created. City code stipulates that development may reduce its parking supply requirement by up to 25 percent by using a combination of the following criteria:

- Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demands
- High-occupancy vehicle (HOV) and hybrid or electric vehicle (EV) parking
- Conduit for future electric vehicle charging spaces, per National Electrical Code, equivalent to the number of required disabled parking spaces
- High-capacity transit service available within a one-half mile radius
- Concurrence with King County Right Size Parking data, census tract data, and other parking demand analysis results

ESTIMATED COSTS FOR TRANSPORTATION SYSTEM IMPROVEMENTS AND TRANSPORTATION ACTIONS

Table 7-3 on the following page displays estimated costs for recommended transportation actions and improvements in this plan.

Street	Description	Low	High	Notes
N/NE 185th Street	Travel demand management strategies to reduce overall vehicle trips along the corridor. This includes continued expansion of the bicycle and pedestrian network along with transit service priority measures	$3,000,000	$4,100,000	Cycle track from Aurora to 10th Avenue at $210 / LF. Signal priority/signal upgrades at 4 intersections (5th/Meridian/1st/7th). Sidewalk widening from Meridian to 10th Avenue at $315 / LF.
N/NE 185th Street	Continue to monitor traffic volumes on a bi-annual basis to identify changes in congestion patterns	-	-	Current function is assumed in the City budget
N/NE 185th Street	Employ access management strategies for new development to reduce the number of curb cuts and access points along N/NE 185th Street	-	-	Based on policy and development strategies, no costs assumed
N/NE 185th Street	Expand signal coordination and other Intelligent Transportation Systems (ITS) strategies.	$800,000	$1,320,000	3 signal upgrades and ITS coordination
N/NE 185th Street	Consistent with the TMP, reconfigure the intersection of N 185th Street and Meridian Avenue N	$1,300,000	$1,700,000	500 foot northbound/southbound approach lanes. 50 foot eastbound right-turn storage bay. Contingency for ROW included
N/NE 185th Street	Provide protected/permitted phasing for northbound and southbound left-turn movements at N 185th Street and Meridian Avenue N	-	-	Timing adjustments are assumed under current City budget
N/NE 185th Street	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	$500,000	$1,000,000	$250,000-$500,000 per signal assumed
N/NE 185th Street	Develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation and a funding plan for improvements.	$400,000	$500,000	The corridor plan is a precursor to any capacity expansion or other improvements.
N/NE 175th Street	Consistent with the TMP, reconfigure the intersection of N 175th Street and Meridian Avenue N	$600,000	$800,000	Based on the addition of a 500 foot northbound approach lane. Contingency for ROW included

FIGURE 7-3: Transportation System Improvements to Support the Planned Action through 2035

Street	Description	Low	High	Notes
N/NE 175th Street	NE 175th Street and the I-5 Ramps are within WSDOT jurisdiction and may require additional mitigation	-	-	This is assumed to be state funded
1st Avenue NE	Consistent with the TMP, add bicycle lanes along 1st Avenue NE from the 195th Street trail to NE 185th Street	$200,000	$300,000	Estimates based on costs in the TMP
5th Avenue NE	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.	$5,900,000	$7,900,000	Estimates based on costs in the TMP
Meridian Avenue N	Continue to monitor traffic volumes on a bi-annual basis to identify changes in congestion patterns	-	-	Current function is assumed in the City budget
Meridian Avenue N	Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes	$500,000	$1,200,000	Cost range dependent on level of infrastructure in place
10th Avenue NE	Consistent with the TMP, install sidewalks on both sides of the street from NE 175th Street to NE 195th Street	$2,400,000	$3,200,000	Estimates based on costs in the TMP
NE 180th Street	Consistent with the TMP, install sidewalks on both sides of the street from 15th Avenue NE to 10th Avenue NE	$600,000	$800,000	Estimates based on costs in the TMP
Perkins Way	While future traffic volumes for Perkins Way are forecast to be within the capacity of the roadway, the City should continue to evaluate bicycle facilities to improve connections from northeast of the station.	$600,000	$800,000	While specific treatment is not known, conservative costs were assumed at $210 / LF
Potential I-5 Non-Motorized Trail	Work with Sound Transit to identify potential locations for a non-motorized trail along the right-of-way secured for the light rail alignment on the east side of I-5. This trail would provide a dedicated north-south connection from the NE 195th Street pedestrian and bicycle bridge to the station.	$875,000	$1,250,000	Costs based on $360 / LF value utilized in the 195th Street Trail construction with additional contingency due to ROW needs

FIGURE 7-3: Transportation System Improvements to Support the Planned Action through 2035, Continued

Utility improvements are needed in certain Shoreline neighborhoods to serve projected growth and redevelopment in the subarea.

Utility System Improvement Needs

Utilities analyzed in the planning process include:

- Water systems and facilities managed by the North City Water District and Seattle Public Utilities
- Wastewater system and facilities managed by Ronald Wastewater District (anticipated to be assumed by the City in 2017 as per interlocal agreement)
- Surface water management systems managed by the City of Shoreline
- Electricity services provided by Seattle City Light
- Natural gas services provided by Puget Sound Energy
- Telephone, cable, and communications services provided by Comcast, Frontier Communications, CenturyLink, Integra Telecom, and Zayo Group (formerly AboveNet Communications)

For the electricity, natural gas, telephone, cable, and communications services, 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/service. For this reason, no specific capital improvements have been identified as being needed for these utilities. Refer to later discussion regarding recommended action for the electricity transmission lines that extend through the subarea.

For water, wastewater, and surface water, upgrades and expansions to systems and facilities will be needed to serve growth through 2035. Much of this analysis is based on anticipation of full build-out utility service in the subarea and anticipation that utility providers may upsize pipes and facilities for a longer period of growth than through 2035 to avoid too many incremental upgrade costs in coming decades. That said, utility improvements are customarily funded and implemented on an incremental basis to serve ongoing population growth, and this will be a continual process as more redevelopment occurs over time.

Each utility provider will need to update their systems master plans to reflect the adopted zoning and potential growth in customers and redevelopment. As part of updating their plans, they will confirm specific incremental improvement needs and plan for these through their normal procedures. This process may amend some of the planning-level descriptions of improvement projects and related costs described in this section of the plan.

WATER SYSTEM AND FACILITIES MANAGED BY NORTH CITY WATER DISTRICT

Recommended improvements are based on the assumption that the subarea will eventually be built-out with land uses allowed under the proposed zoning for the preferred alternative. For the purposes of this plan, it is assumed that infrastructure upsizing to serve the twenty-year 2.5 percent growth rate may include a higher level of improvements. In some cases, upsizing may be done to accommodate the build-out conditions since the utility provider likely would not continuously upsize mains as the population continues to grow, but would upsize for the projected population. With further planning and analysis, the utility provider would determine the most cost effective and efficient method for making improvements to serve growth in the interim years up to the built-out condition.

The total length of new pipe potentially necessary to accommodate the projected population in 2035 is approximately 8,600 feet. Estimated improvements needed to serve the next twenty years of growth (but assuming full upsizing to serve build-out) include the following.

1. The following pipes may need to be upsized to 12" diameter pipes to accommodate the projected population in 2035. 12" diameter or larger pipes may be necessary under total build-out.
    A. 2,130 feet along 5th Avenue NE from N 185th Street to NE 195th Street
    B. 1,330 feet along NE 193rd Street from 1st Avenue NE to 5th Avenue NE
    C. 1,100 feet along NE 192nd Street from 3rd Avenue NE to 5th Avenue NE
    D. 670 feet along NE 189th Street from 8th Avenue NE to 10th Avenue NE
    E. 670 feet along NE 188th Street from 8th Avenue NE to 10th Avenue NE
    F. 1,780 feet along NE 185th Street from 8th Avenue NE, and south along 5th Avenue NE, to NE 180th Street
    G. 920 feet along 7th Avenue NE from NE 183rd Street to NE 180th Street
    H. 210 feet along NE 183rd Street from 7th Avenue NE to 8th Avenue NE
    I. 1,700 feet along NE 180th Street, from 5th Avenue NE to 10th Avenue NE

WATER SYSTEM AND FACILITIES MANAGED BY SEATTLE PUBLIC UTILITIES

As with recommended improvements for the North City Water District, this analysis assumes upsizing would occur to accommodate the twenty-year estimated annual 2.5 percent growth rate. The distribution system and facilities could be potentially upsized as necessary to accommodate the planned action at build-out conditions. Because it is not likely that the utility provider would continuously upsize their mains as the population continues to grow, but would upsize at some point for the projected population. With further planning and analysis, each utility provider would further determine how improvements could be made more cost effectively in the interim years before build-out.

Water improvements in the Seattle Public Utilities system anticipated to serve the projected population in 2035 under any of the action alternatives (but typically inclusive of upsizing to serve full build-out) are described below.

The total length of pipe potentially necessary to accommodate the projected population in 2035 is approximately 4,500 feet. Anticipated improvements include the following:

1. An analysis based solely on projected population growth and per capita demand projections, estimates the following pipe diameters may need to be upsized to 8" diameter pipes to accommodate the projected population in 2035. Under total build-out of the planned action, these pipe diameters may need to be upsized to 12" diameter pipes.
    A. 890 feet along Sunnyside Avenue N from the north end to N 180th Street
    B. 240 feet along N 186th Street from east end to Corliss Avenue N
2. The following pipes may need to be upsized to 8" diameter pipes to accommodate the projected population in 2035. 8" diameter or larger pipes may be necessary under total build-out of the planned action.

A. 180 feet along N 185th Court to the intersection with Midvale Avenue N

B. 170 feet along N 187th Street from west end to 1st Avenue NE

3. The following pipes likely would need to be upsized to 12" diameter pipes to accommodate the projected population in 2035 (12" diameter or larger pipes may be necessary to serve build-out of the planned action).

   A. 1,160 feet along 3rd Avenue NE from N 185th Street to NE 180th Street to connect the pipe network into a loop

   B. 650 feet along Ashworth Avenue N, from N 185th Street to N 183rd Street

   C. 650 feet along 1st Avenue NE from N 187th Street to N 185th Street

   D. 560 feet along NE 180th Street from 3rd Avenue NE to 1st Avenue NE

   E. 170 feet along 3rd Avenue NE from north end to NE 185th Street

WASTEWATER SYSTEM AND FACILITIES MANAGED BY THE RONALD WASTEWATER DISTRICT

The total length of new wastewater pipe/improvements potentially necessary to accommodate the projected population in 2035 is approximately 10,100 feet. Anticipated improvements include the following:

1. An analysis based solely on projected population growth and per capita demand projections, estimates the following pipe diameters may need to be upsized to 12" diameter pipes to accommodate the projected population in 2035. Under total build-out of the planned action, these pipe diameters may need to be upsized to 18" diameter pipes:

   B. 1,300 feet of pipe along N 185th Street, from Meridian Avenue N to 1st Avenue NE. 1,900 feet of pipe along 1st Avenue NE, from N 188th Street to N 180th Street.

   C. 2,000 feet of pipe along 3rd Avenue NE, from NE 185th Street to NE 180th Street, and NE 180th Street, from 3rd Avenue NE to 1st Avenue NE.

   D. 1,500 feet of pipe along 8th Avenue NE from 188th Street to NE 185th Street and along NE 185th Street from 8th Avenue NE to Lift Station #15 on 12th Avenue NE

2. The following pipes may need to be upsized to 18" diameter pipes to accommodate the projected population in 2035. 18" diameter or larger pipes may be necessary under total build-out of the planned action:

   A. 2,700 feet of pipe along 5th Avenue NE

3. The following pipes may need to be upsized to 12" diameter pipes to accommodate the projected population in 2035. 12" diameter or larger pipes may be necessary under total build-out of the planned action:

   A. 650 feet of pipe along 8th Avenue NE, from NE 190th Street to NE 188th Street

4. Lift Station #15 may need to be upsized to accommodate estimated demand for the projected population in 2035. The 2035 population is projected to increase demand to this lift station to approximately 904 gpm. Under total build-out of the planned action, the projected demand flow would increase would be 4,450 gpm.

SURFACE WATER MANAGEMENT SYSTEM AND FACILITIES MANAGED BY THE CITY OF SHORELINE

The total length of surface water pipe improvements potentially necessary to accommodate the projected population in 2035 is approximately 27,300 feet. Anticipated improvements include the following:

1. An analysis based solely on projected population growth and per capita demand projections, estimates the following pipe diameters may need to be upsized to 18" diameter pipes to accommodate the projected population in 2035. Under total build-out of the planned action, these pipe diameters may need to be upsized to 24" diameter pipes:
    A. 570 feet along N 185th Street, from Stone Avenue to Ashworth Avenue
    B. 1,080 feet along N 185th Street, from Densmore Avenue to Burke Avenue
    C. 970 feet along Wallingford Avenue, from N 185th Street to N 188th Street
2. The following pipes may need to be upsized to 18" diameter pipes to accommodate the projected population in 2035. 18" diameter or larger pipes may be necessary under total build-out of the planned action:
    A. 450 feet along N 185th Street, from Densmore Avenue to Wallingford Avenue
    B. 600 feet along Densmore Avenue, from N 185th Street to N 188th Street
    C. 930 feet along Burke Avenue, from N 185th Street to N 188th Street
    D. 500 feet along N 185th Street, from Meridian Avenue to Corliss Avenue
    E. 240 feet along Corliss Avenue, from N 184th Street to N 185th Street
    F. 920 feet along Bagley Place N, from N 187th Street to N 185th Street
    G. 620 feet along N 180th Street, from 1st Avenue NE to Cromwell Park
    H. 1,530 feet along 3rd Avenue NE, from the north end to NE 180th Street, continue along NE 180th Street to 1st Avenue NE
    I. 820 feet along 2nd Avenue NE, from the north end to NE 180th Street
    J. 890 feet along N 185th Street, from Sunnyside Avenue to 3rd Avenue NE
    K. 350 feet along 2nd Avenue NE, from the south end to N 185th Street
    L. 350 feet along 3rd Avenue NE, from the south end to N 185th Street
    M. 3,900 feet along 5th Avenue NE, from N 185th Street to NE 195th Street
    N. 570 feet along N 185th Street, from 3rd Avenue NE to 5th Avenue NE
    O. 680 feet along NE 190th Street, from 8th Avenue NE to 10th Avenue NE
    P. 1,320 feet along 10th Avenue NE, from NE 190th Street to NE 185th Street
    Q. 650 feet along NE 185th Street, from 10th Avenue NE to 8th Avenue NE, and south along 8th Avenue NE to NE 183rd Street
    R. 250 feet along 9th Avenue NE, from the south end to NE 185th Street
    S. 250 feet along 10th Avenue NE, from the south end to NE 185th Street
    T. 1,480 feet along NE 180th Street, from 15th Avenue NE to 10th Avenue NE
    U. 270 feet along 14th Avenue NE, from the north end to NE 180th Street

Existing conditions along 8th Avenue NE

3. The following new 12" diameter pipe runs may need to be installed to accommodate the projected population in 2035. 12" diameter or larger pipes may be necessary under total build-out of the planned action:
   A. 400 feet along N 184th Street, from the east end to Corliss Avenue
   B. 1,310 feet along 8th Avenue NE, from NE 190th Street to NE 188th Street, and east along NE 188th street to 10th Avenue NE
   C. 670 feet along NE 189th Street, from 8th Avenue NE to 10th Avenue NE
   D. 310 feet along NE 182nd Street, from 10th Avenue NE to 11th Avenue NE
   E. 1,200 feet along 7th Avenue NE, from the north end to NE 180th Street
   F. 370 feet along 5th Avenue NE, from NE 185th Street to the connection with the existing pipe
4. The following new 12" diameter pipe runs may need to be installed to accommodate the projected population in 2035. 18" diameter or larger pipes may be necessary under total build-out of the planned action:
   A. 720 feet along 8th Avenue NE, from the south end to NE 185th Street
   B. 800 feet along 9th Avenue NE, from the south end to NE 185th Street
   C. 800 feet along 10th Avenue NE, from the south end to NE 185th Street
   D. 550 feet along 6th Avenue NE, from the north end to NE 180th Street
5. Pump Station MC03 along NE 185th Street likely would need to be upsized to accommodate estimated demand for the projected population in 2035.

Figures 7-4 through **7-6** illustrate already planned utility improvements, as well as newly proposed improvements to support the next twenty years of redevelopment under the planned action. **Table 7-3** lists the estimated costs of utility improvements to support redevelopment. As noted previously, utility assumptions are based on a preliminary, planning-level of analysis and assume that some lines would be installed with capacities to support full build-out of the subarea, beyond the next twenty years. All of the information in this plan pertaining to utilities will need to be confirmed through updated systems planning by the City, North City Water District, Seattle Public Utilities, and Ronald Wastewater.

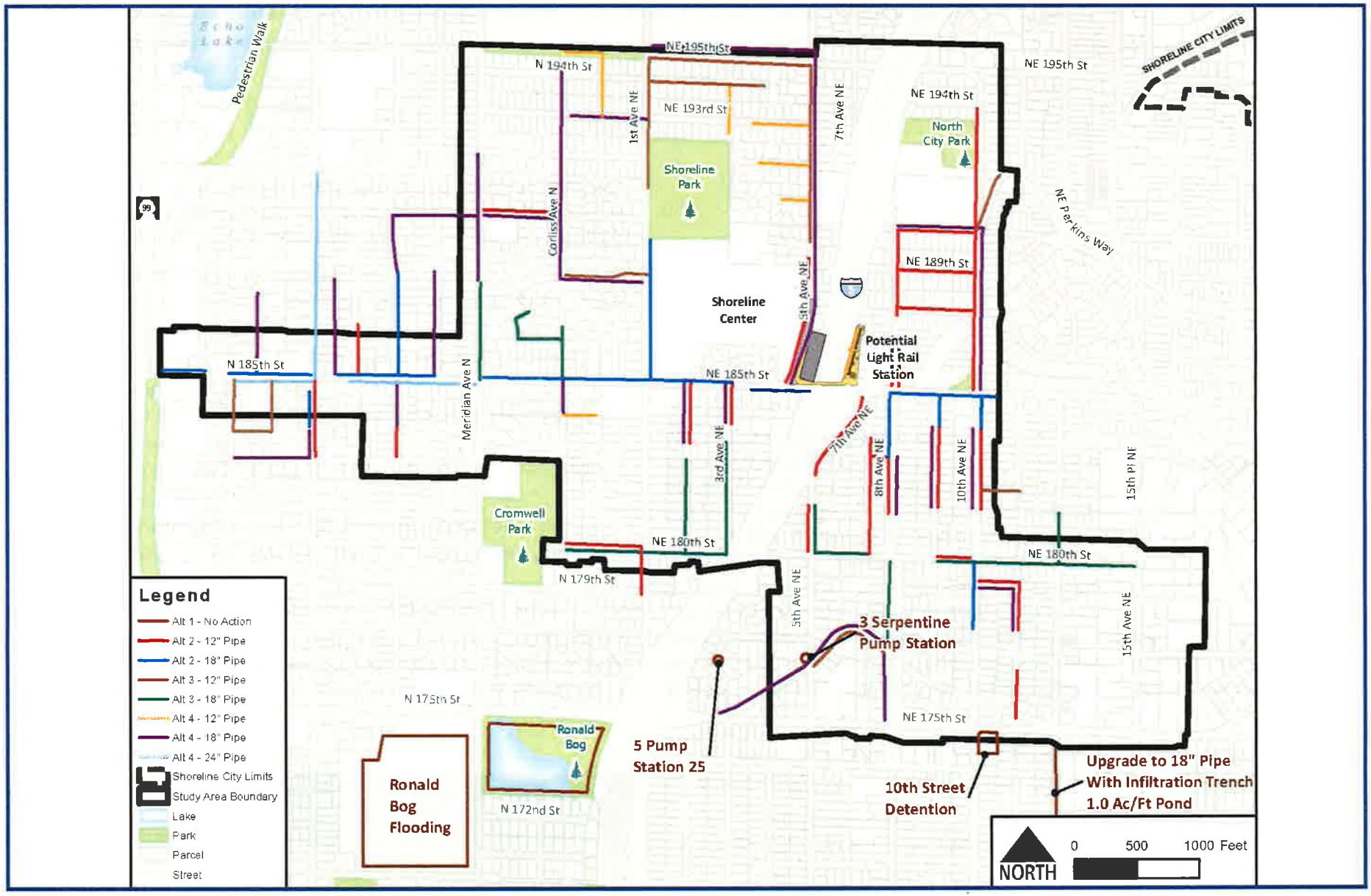


FIGURE 7-4: Planned and Recommended Water Improvements

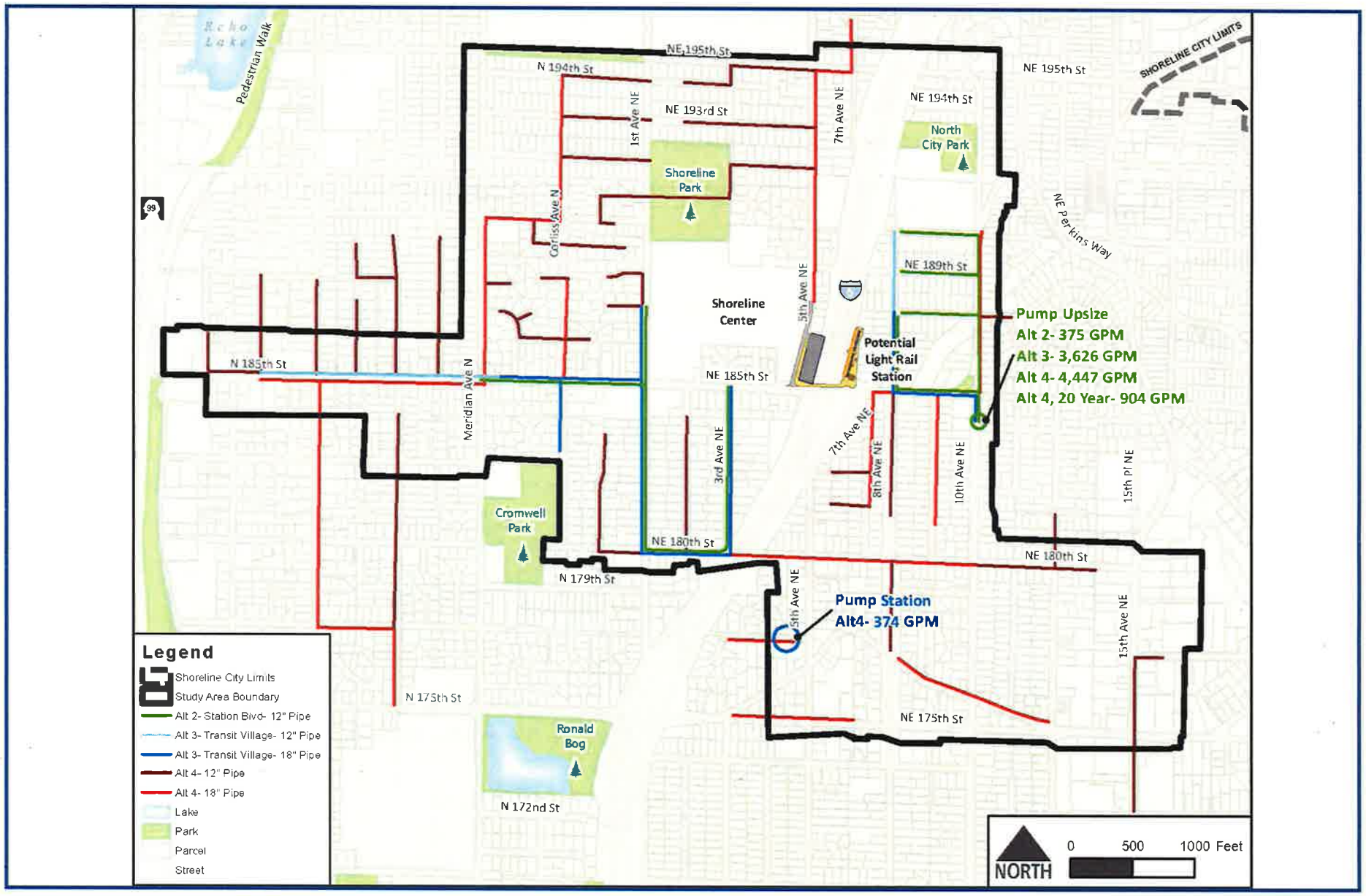


FIGURE 7-5: Planned and Recommended Wastewater Improvements

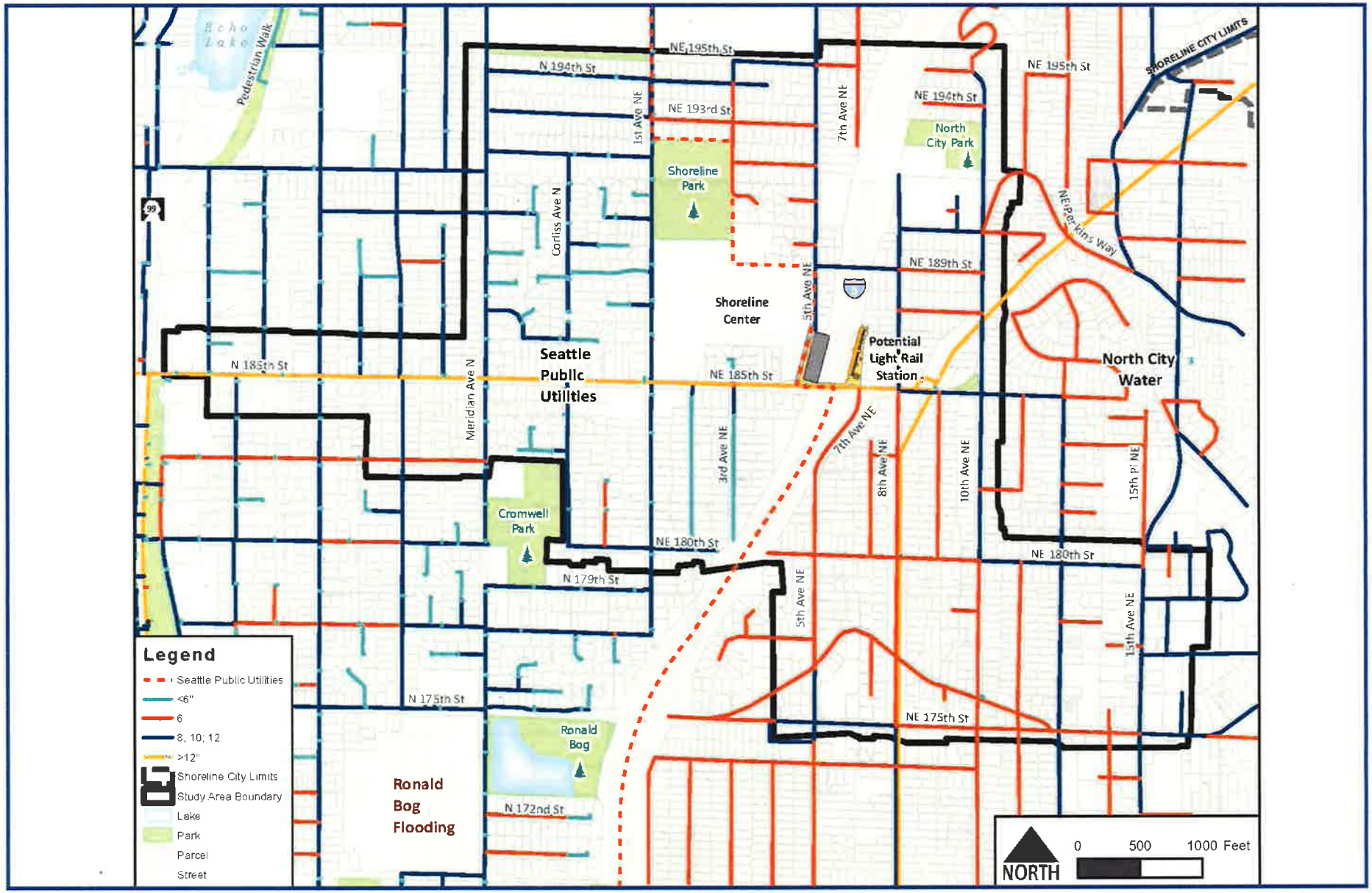


FIGURE 7-6: Planned and Recommended Surface Water Improvements

Raintree sculpture and Interpretive Panel at Cromwell Park

Table 7-3: Utilities—Estimated Capital Improvement Costs

WATER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS					
North City Water District Water Service					
	12"				
2,130	$320	$681,600			
1,330	$320	$425,600			
1,100	$320	$352,000			
670	$320	$214,400			
670	$320	$214,400			
1,780	$320	$569,600			
920	$320	$294,400			
210	$320	$67,200			
1,700	$320	$544,000			
	TOTAL	**$3,363,200**			
Seattle Public Utilities Water Service					
	8"		12"		
890	$260	$231,400	$320	$284,800	
240	$260	$62,400	$320	$76,800	
180	$260	$46,800			
170	$260	$44,200			
1,160			$320	$371,200	
650			$320	$208,000	
650			$321	$208,650	
560			$322	$180,320	
170			$323	$54,910	
	TOTAL	**$1,407,880**			

SANITARY SEWER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS				
Ronald Wastewater District—Sanitary Sewer Service				
	12"		18"	
1,300	$500	$650,000	$600	$780,000
1,900	$500	$950,000	$600	$1,140,000
2,000	$500	$1,000,000	$600	$1,200,000
1,500	$500	$750,000	$600	$900,000
2,700			$600	$1,620,000
650	$500	$325,000		
	TOTAL	$5,295,000		

SURFACE WATER MANAGEMENT SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS					
City of Shoreline—Surface Water (Stormwater) Management Service					
	12"		18"		24"
570	$150		$170	$96,900	$210
1,080			$170	$183,600	$210
970			$170	$164,900	$210
450			$170	$76,500	
600			$170	$102,000	
930			$170	$158,100	
500			$170	$85,000	
240			$170	$40,800	
920			$170	$156,400	
620			$170	$105,400	
1,530			$170	$260,100	
820			$170	$139,400	
890			$170	$151,300	
350			$170	$59,500	

Surface Water (Stormwater) Management Service, Continued					
	12"		18"		24"
350			$170	$59,500	
3,900			$170	$663,000	
570			$170	$96,900	
680			$170	$115,600	
1,320			$170	$224,400	
650			$170	$110,500	
250			$170	$42,500	
250			$170	$42,500	
1,480			$170	$251,600	
270			$170	$45,900	
400	$150	$60,000			
1,310	$150	$196,500			
670	$150	$100,500			
310	$150	$46,500			
1,200	$150	$180,000			
370	$150	$55,500			
720	$150	$108,000	$170	$122,400	
800	$150	$120,000	$170	$136,000	
800	$150	$120,000	$170	$136,000	
550	$150	$82,500	$170	$93,500	
	TOTAL	$4,501,800			

From Left: Soccer Field and Athletic Stadium at Shoreline Center

Parks, Recreation, Open Space, and Other Areas of the Public Realm

PARKS, RECREATION, AND OPEN SPACE

When considering the specific type of facilities the increased population will need, it is important to consider a number of factors, including community involvement, availability of the different classifications of parks and open space, and level of service standards. Community involvement during the subarea planning process has confirmed that residents are interested in ensuring that neighborhood parks and other facilities (playgrounds, public gathering spaces, teen centers, etc.) are available to serve new residents as they move to the area in the future. They are also interested in public art, enhanced streetscapes, and other amenities.

While there appear to be adequate regional and community parks in Shoreline to serve future growth, neighborhood parks will be needed in the subarea as the population increases.

Based on traditional National Park and Recreation Association (NPRA) standards, it is advisable to have a neighborhood park serving a half-mile area with population of up to 5,000 people. However, it should be noted that these standards are used with discretion in determining park needs, because every community is different and they may have various types of recreation facilities that meet the demand even if they do not have the acreage.

Neighborhood parks can vary in size, from one acre to up to fifteen acres. Most existing neighborhood parks in the City of Shoreline are between one acre and five acres in size.

With the projected population of 2,916 to 5,399 new residents (in 1,140 to 2,190 households) by 2035, over the current level of 7,944 residents and 3,310 households in the subarea, there will be a growing demand for neighborhood parks. There also would be an estimated 502 to 928 new employees by 2035.

This level of population would equate to demand for approximately one new neighborhood park in place by the end of the twenty-year horizon of 2035, if not before. Also in some cases, existing neighborhood parks may need new facilities such as play equipment or other elements to improve their recreation capacity for use by the surrounding residents.

Implementation of urban plazas, pocket parks, playgrounds, trail corridors, and other open space as part of redevelopment projects could certainly also serve some of the demand for neighborhood park space.

Given the lack of available land and limited resources of the City to purchase land for development of new parks, dispersed mini-parks and urban plazas/public gathering spaces, which are smaller (one-half acre or less), could help to serve the demand in the subarea if incorporated into redevelopment projects. Larger development projects should be required to provide some level of park and open space use for residents, and the City should continually evaluate the best possible locations for creating new neighborhood parks as the subarea grows.

The City intends to continue to monitor the need for parks as the neighborhood grows and to seek funding for, acquire property, and develop new neighborhood park facilities in the subarea to serve the growing population's needs. One of the important objectives of developing a subarea plan is to identify these key areas of need, so that the City and its partners can begin to proactively plan to serve these in the near term. Recognizing that property values likely would increase in the subarea in the future, it would be advantageous to seek property for parks and open space use and work with the Parks Board to determine a strategy for park dedication and/or impact fee in the near term.

DEMAND FOR OTHER HUMAN SERVICES/ CULTURAL AND COMMUNITY SUPPORT FACILITIES

Under the planned action, the growing population of the subarea also will generate demand for a wide range of other human services and community support facilities, such as senior center facilities, community meeting and classroom facilities, recreation center facilities, etc. As discussed previously the Shoreline Center currently provides a wide range of these types of services and facilities to the community. The City of Shoreline and the Shoreline School District recognize how important the facilities at the Shoreline Center are to the community. As such, if the site were to redevelop in the future, one of the likely options would look at how to retain these facilities and services while also maximizing the use of the site for housing and mixed use.

Preschool Playground

ESTIMATED CAPITAL COSTS

Implementation of new parks, recreation, and cultural facilities (approximately one new neighborhood park and other amenities) to serve the next twenty years of growth in the subarea will have an estimated capital improvement cost of approximately $2,500,000 to $3,000,000 depending on property acquisition costs, redevelopment contributions, and the potential for grant funding. This assumes acquisition and development of one neighborhood park and other minimal facilities in the subarea (public art, etc.) This does not include costs associated with redevelopment of the City Pool and Spartan Recreation Center, a project the City intends to explore in the coming years. This capital cost estimate also does not include long term operating and maintenance costs associated with new facilities.

RECOMMENDATIONS FOR ACTIONS AND IMPROVEMENTS

A number of park-related projects are currently in the PROS Plan recommendations list and the City's Capital Improvements Plan. The PROS Plan has short-term, mid-term, and long-term recommendations along with community goals during the current planning period. In the future, these recommendations will be reviewed annually and appropriately considered during budgeting of the Capital Improvement Plan. In proximity to the subarea, the current plan recommendations include property acquisition at Echo Lake and master planning and phase 1 implementation of the Shoreline Center. As stated above, it will be important to consider how neighborhood park facilities may be integrated with redevelopment of the Shoreline Center and adjacent City of Shoreline property.

The PROS Plan likely will receive updates in 2017, 2023, and 2029. At those times, the City will reassess the demands and needs and may modify recommendations based on budgeting, available funding, or environmental changes. With those updates, the City should carefully evaluate the level of recent and pending change in the station subarea and make recommendations for additional park, recreation, and open space facilities accordingly.

The City intends to move forward with the following specific actions, with the first three proposed to be adopted in the Planned Action Ordinance, the fourth as part of development regulations. The other items listed will be explored as redevelopment occurs and as part of development agreements.

- Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.
- Considering potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site specific challenges for new public open space or stormwater function.
- Explore a park impact fee or fee in-lieu of dedication program for acquisition and maintenance of new parks or open space and additional improvements to existing parks. Funds from this program would allow the City to purchase property and develop parks, recreation, and open space facilities over time to serve the growing neighborhood.
- Proposed development regulations for the station subarea should be adopted to require and/or encourage the provision of public space and recreation facilities with redevelopment projects, as part of Development Agreements (Chapter 20.30.355) and site design (Chapter 20.50.240). As part of negotiating Development Agreements, the City could ask developers to select from a list of needed facilities. (See list of needed facilities earlier in this section, on pages 3-180 and 3-184.)
- The City will work toward creating a variety of public spaces and recreational opportunities to serve the multi-generational needs of the growing transit-oriented community and capable of connecting to other facilities the subarea and throughout the city.
- As the City develops Capital Improvement Projects in the subarea, funding should be retained for implementation of public park and recreation facilities that could be accommodated within public rights-of-way or utility easements (in cooperation with the utility providers). For example, in a conceptual analysis of the potential redevelopment of 8th Avenue NE completed as part of the subarea planning process, it was determined that sufficient right-of-way exists for development of community gardens, pedestrian/bicycle trails, or other features that would be compatible within the Seattle City Light right-of-way.
- The City would continue to monitor parks, recreation, and open space needs in the subarea and update the PROS plan in the future to address these needs.

Schools and Other Public Services Needs

SCHOOLS

Under the planned action, there would be an increased demand for schools and school facilities over the next twenty years. It is estimated that there potentially would be the following total student populations in the subarea per school level:

- 723 to 893 elementary students
- 223 to 276 middle school students
- 522 to 646 high school students

The Shoreline School District will review these numbers as part of their ongoing planning for school facilities and begin to determine how to address the population growth in the coming years.

In February 2014, two replacement levies were approved to extend financial support for educational programs, maintenance and operations, and technology improvements. These levies would need to be renewed in the future in order for the district to continue to provide a level of service consistent with current conditions. The voting population has been supportive of school district levies, and it is anticipated (but not certain) that as more households with students move into the district, voters would continue to be supportive of future levies.

Recommended actions of the subarea plan to support growth through 2035 include the following.

- The school district will continue to monitor growth levels within its service area, including the station subarea and document trends in student enrollment in order to plan, prepare, and secure resources for the addition of facilities and services to support the growth.
- The school district retains properties for future uses that may be needed. The North City Elementary school site, which is currently not being used as an elementary school, should be retained for future potential school use to serve the growth projected for the subarea. The Shoreline Center also could be redeveloped and with reorganization of site uses, would have space for additional school buildings and facilities.
- For classroom expansion needed on an ongoing basis, the school district owns several portables for siting at impacted schools. If necessary, the school district could purchase or lease more, although this is not a preferred long-term operation scenario.
- The district also has the ability to alter or shift special program assignments to available space to free up space for core programs: gifted programs, special education, arts, activities, and others.
- Boundary adjustments could occur to reallocate the area from which individual schools draw attendance. As completed recently with the high schools, expansion of affected schools, if feasible, without eliminating required playfields or parking, could be a planned improvement to accommodate increases in demand.
- The City of Shoreline does not currently charge impact fees to new development applications for school facilities. The City should coordinate with the Shoreline School District to monitor and determine the potential need for an impact fee program over time. For example, King County charges school impact fees to development projects in unincorporated areas. Impact fees are adopted annually by ordinance following a thorough review by the School Technical Review Committee and the King County Council of the each district's capital facility plan and enrollment projections. Fees vary per school district and are assessed and collected for every new residential dwelling unit. Low-income housing, senior housing, and community residential facilities are exempt from the fee program.

Shoreline Police Neighborhood Center and on bicycles

- Costs associated with new school facilities, staffing and services to serve students of new households in the subarea will be determined by the School District as they update their system planning in the near future.

POLICE, FIRE, AND EMERGENCY SERVICES

The projected 2035 population of new residents would be 2,916 to 5,399 (in 1,140 to 2,190 households), above the current number of residents and households in the subarea. This would create a demand for approximately 2.5 to 4.6 new commissioned police officers by 2035 (over today's levels) to address arising needs such as increased crimes and offenses and to provide added patrol and protection services.

Fire and emergency service providers would need to increase staffing, equipment, and facilities to handle approximately 292 to 675 new calls annually in the subarea by 2035.

- The demand for police protection could be reduced through requirements for security-sensitive design of buildings and Crime Prevention through Environmental Design (CPTED) principles for surrounding site areas.
- Additionally, provisions of onsite security services could reduce the need for police protection, and revenues from increased retail activity and increased property values could help offset some of the additional expenditures for providing additional officers and response to incidents.
- The Fire Department places a lot of emphasis on fire prevention tactics and community education to reduce unintentional injuries and the loss of life and property from fire, accidents, and natural disasters by increasing public awareness.
- Implementation of advanced technology features into future development could increase response time and improve life safety in emergency situations.

- Behavioral changes through education and increased use of outreach, as well as volunteer services such as neighborhood watch programs also could help to reduce demand for some services.
- The increases in households and businesses in the subarea will result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased services and the need for additional facilities related to police, fire, and emergency services.
- With further evaluation and planning, the City could consider the potential for a satellite police station in the subarea over the long term future.
- Costs associated with new police and fire facilities, staffing, and services to accommodate the growing population of the subarea will be determined by the police and fire departments as they update their systems planning in the near future.

Shoreline Fire Department

SOLID WASTE MANAGEMENT

The population increase in the subarea would increase demand for solid waste, recycling, and food and yard waste collection services over the course of the time the population reaches build-out levels. A planning level estimate of projected solid waste generation is 32,813 to 60,739 total pounds per week total by 2035.

More landfill space may be needed to support waste management at the levels listed. There would need to be intense management of solid waste levels including actions to divert waste to avoid this outcome.

As a contracted public service, the City would need to allocate additional funding to solid waste services to serve the growth in population. It is anticipated that increases in households and businesses in the subarea would result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased solid waste services. Beginning on January 1, 2015, the City will require development projects to submit waste diversion plans and reports, and a salvage assessment for construction and demolition waste, which should also contribute to diversion of a portion of these materials from landfills.

Other recommended actions include the following.

- To reduce construction related waste, the City could require development applicants to consider recycling and reuse of building materials when redeveloping sites, or set specific targets for these goals. As of January 1, 2015, the City requires development permit applications to include information about waste diversion.
- The City may condition Planned Action applications to incorporate feasible recycling and reuse measures.
- Using solid waste, recycling, and food and yard waste collection storage and container size requirements would mitigate impacts associated with all of the alternatives.
- Currently the City of Shoreline hosts two recycling events typically in the fall and the spring. These events provide a place for homeowners to recycle materials commonly not collected at the curb. With population growth, increasing the number of events per year could mitigate additional demand on the recycling collection vendor.

Shoreline City Hall

- The City or other entities involved in solid waste management could increase outreach to educate residents and businesses about the importance of waste reduction and recycling. Programs to encourage more composting, conversion of waste to energy, reuse, recycle, barter/trade, etc. could be intensified over time. These efforts could lead to behavioral shifts in the subarea that might then help offset some of the increased demand for services.
- Solid waste services are paid through fees. Additional customers would increase the revenue base for solid waste management services. In addition, the City and its contractor could manage the fee structure and potentially increase fees in the future if needed to address the additional demand for services. It is anticipated that this would be a last resort if outreach and education do not result in reduced solid waste levels.
- The City would work with King County and regional waste management entities to monitor the ongoing potential need for additional landfill space.

CITY HALL/SHORELINE CIVIC CENTER/ CITY SERVICES

The Shoreline Civic Center and City Hall are located at 17500 Midvale Avenue N. This new facility is a 67,000 square feet LEED Gold certified building with an expected lifespan of 50-100 years, located in the heart of Shoreline's Town Center. It offered the ability for the City to consolidate services to one location, and will further that goal to better serve the community by welcoming the new police department in the near term.

The City currently includes the Executive, City Clerk, Attorneys, Finance, Administrative Services, Human Resources, Parks and Cultural Services (including Spartan Recreation Center), Public Works, and Planning and Community Development, with a count of 135 full time equivalent (FTE) employees. The current level of service for the City calculates to approximately 2.52 employees per 1,000 residents, which is one of the lowest in the region. If the City assumes additional responsibilities in the future, such as jurisdiction over utility systems, this ratio could change with more employees per 1,000 residents.

Population growth and redevelopment over time would necessitate ongoing needs for new regulations, planning and development review, and capital projects, as well as City Public Works and Parks maintenance personnel, and other employees. Not including potential utility staff, the addition of 3,418 to 6,327 more people to the subarea over the next twenty years would generate demand for:

- 7.35 to 13.61 additional FTE City employees

HISTORICAL MUSEUM/ARTS AND CULTURE

The Shoreline Historical Museum is located just outside the subarea at the intersection of N 185th Street and Linden Avenue N. It is managed and operated by a non-profit organization with a mission dedicated to preserving, recording and interpreting the heritage of the historic Shoreline area and its relationship to the Northwest region.

Various arts and cultural groups are active in the community and provide a variety of community services.

LIBRARIES

The Shoreline Library is a King County District Library located in the subarea at 345 NE 175th Street. It is a 20,000-square-foot facility opened in 1993, replacing the 15,000-square-foot library built in 1975, and offers additional features that the previous facility did not include, such as two meeting rooms and two study rooms.

POSTAL BUILDINGS

A United States Postal Service Office is located in the subarea at 17233 15th Ave. NE. This North City Post Office has full service capabilities for the surrounding community with hours from 8:30–5:30 Monday through Friday, and open from 8:30 to 3:00 on Saturdays. The lobby area is open 24 hours for PO Box access, mail drop off, and other self service features. The demand for postal services has been in general decline in the US for several years due to the reliance of the public on other communication methods such as email services and social media.

HUMAN AND SOCIAL SERVICES

A Washington Department of Public Health Laboratory is located in Shoreline at 1610 NE 150th Street. The location is outside the subarea, but provides diagnostic and analytical services for the assessment and surveillance of infectious, communicable, genetic, and chronic diseases, and environmental health concerns to the surrounding community. Other types of human services provided in Shoreline include services for seniors such as the senior center and associated social service programs and facilities. Social and community services would include the need for community center uses, additional meeting space, and other facilities.

Farmers Market

Recommended Actions

Given the projected population growth for the next twenty years, there would be a 5.3 percent to 9.9 percent increase in demand for City services and other services such as library, museum, arts and culture, postal, and human/social services. This demand will require a variety of additional public services. For all public services, it is anticipated that increases in households and businesses in the subarea would result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased services and facilities to serve the growing population. Also, because growth would happen gradually over many decades, it is anticipated that the demand could be monitored, planned for, and served in a manageable way over time.

- The City will monitor the need for additional services with growth over time and will allocate funding for additional staff and facilities as part of annual budgeting.
- The City may consider increases in development application review fees to cover costs associated with increased redevelopment activities in the subarea.

- The City should continue to provide outreach and communication to other public service entities listed above to make them aware of the potential for growth over time and the gradual increased demand for services that may accompany the growth.
- The City and other human/community services providers should monitor the need for additional human, cultural, and social services and facilities as growth occurs over time and properly plan for and allocate resources toward expanding and enhancing services to address increased demand.

The costs associated with adding staff, services, and facilities over time will be determined by the City as part of its regular fiscal planning and budgeting activities on an ongoing basis. Other service providers also should review the proposed planned action and estimate additional funding and resources needed for staffing, services, and facilities to serve the next twenty years of growth.

In Conclusion

Even before Shoreline was a city, settlement patterns throughout the history of the area have been influenced by innovations in transportation. In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route; among these was Richmond Beach, platted in 1890. The arrival of the Great Northern Railroad in Richmond Beach in 1891 spurred the growth of the small town and increased the pace of development in the wooded uplands.

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, increasing suburban growth. During the early twentieth century, Shoreline attracted large developments drawn by its rural yet accessible location, and commercial centers formed around Interurban stops at Ronald (175th Street and Aurora Avenue N) and Richmond Highlands (185th Street and Aurora Avenue N). Car travel facilitated settlement, which increased considerably by the mid-1920s. Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. As more people took to the road in automobiles, there was less use of the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

After it became clear that an additional north-south freeway would be needed to handle the cross-state traffic, Interstate 5 was constructed in the 1960s, with the final segment in Washington state opening on May 14, 1969. With its opening, motorists could travel without stopping from the northern California state line to the Canadian border, and Highway 99 became more of a regional route and alternate travel way to Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline.

Introduction of light rail service in Shoreline is part of this continuing evolution of the transportation/land use nexus, and will influence settlement patterns in a similar manner. People will be attracted to living near light rail because of the convenient access it provides to the University of Washington, downtown Seattle, Sea-Tac airport, and other locations. Over time, hopefully this new option will reduce dependence on automobiles, and therefore regional congestion and pollution.

Beyond these trends, it is difficult to know how future technological innovations in transportation and building design will impact settlement patterns and other aspects of human behavior. The only certainty is change. All that we can do is continue to adjust; to strive to create a better future for generations to come; to protect what is important, including stewardship of natural and cultural resources; and to foster resiliency in our economic, environmental, and social systems. These are the goals of planning for growth around future light rail stations. It will be incumbent on leaders and residents of the city to see this vision to fruition.

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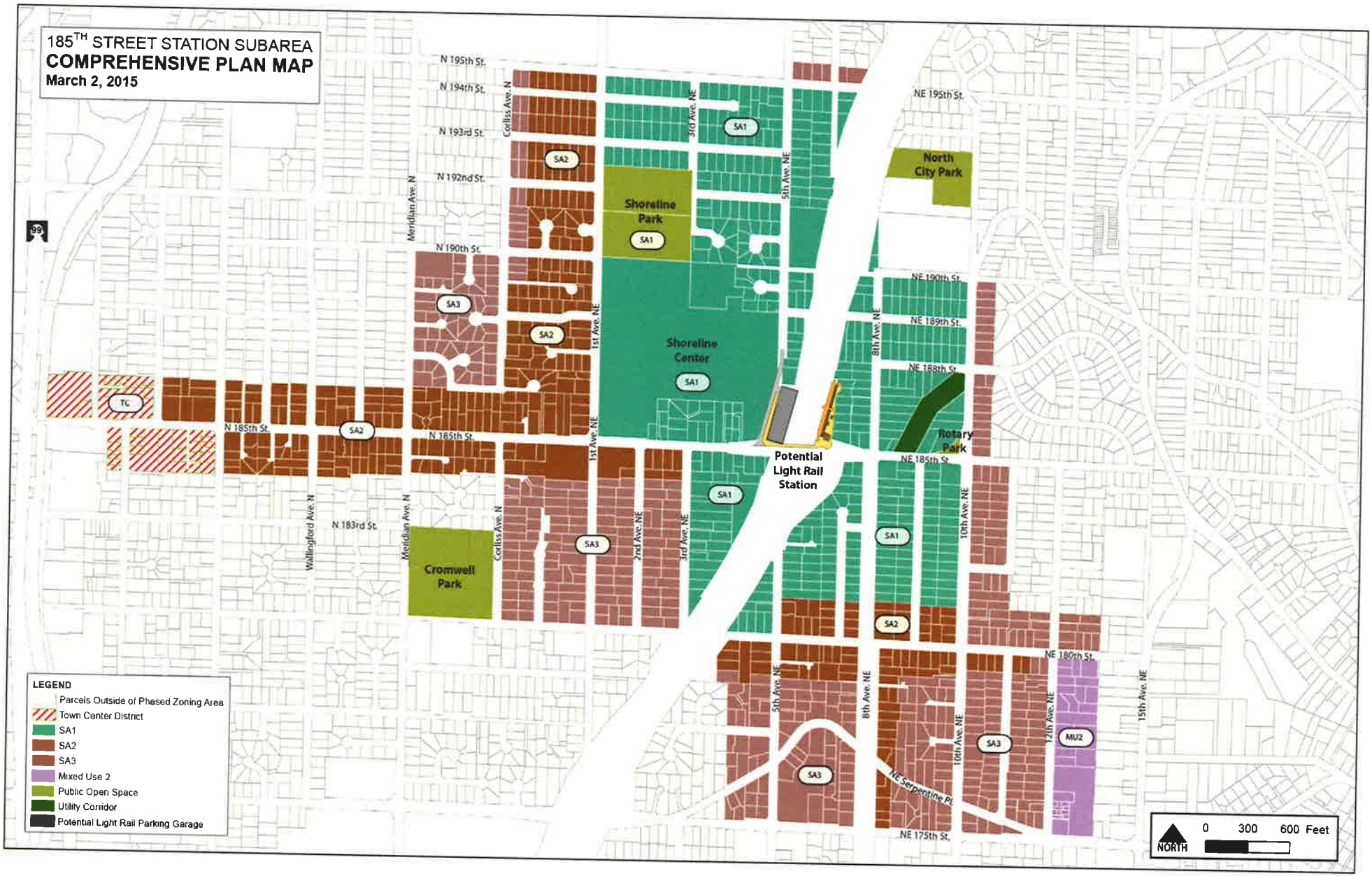
ORIGINAL


185TH STREET STATION SUBAREA
COMPREHENSIVE PLAN MAP
March 2, 2015
N 195th St.
N 194th St.
N 193rd St.
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N 190th St.
N 185th St.
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NE 180th St.
NE 175th St.
Meridian Ave. N
Corliss Ave. N
Wallingford Ave. N
1st Ave. NE
2nd Ave. NE
3rd Ave. NE
5th Ave. NE
8th Ave. NE
10th Ave. NE
12th Ave. NE
15th Ave. NE
NE Serpentine Pl.
99
TC
SA1
SA2
SA3
MU2
Shoreline Park
Shoreline Center
North City Park
Rotary Park
Cromwell Park
Potential Light Rail Station
LEGEND
Parcels Outside of Phased Zoning Area
Town Center District
SA1
SA2
SA3
Mixed Use 2
Public Open Space
Utility Corridor
Potential Light Rail Parking Garage
NORTH
0 300 600 Feet